MINISTRY OF TRANSPORT — MINISTÈRE DES TRANSPORTS

SUBJECT / SUJET: WRECKS, CASUALTIES & SALVAGE

FROM / DE: MARCH 1,1968

SUB-SUBJECT / SOUS-SUJET: INVESTIGATIONS

TO / À:

FILE TITLE / TITRE DU DOSSIER: LOSS OF THE "GULF MASTER" NEAR MERRY ISLAND, STRAIT OF GEORGIA, B.C.. WITH LOSS OF LIFE 11-1-67

02-0005

DATE ROUTED / DATE DE SORTIE	PURPOSE FOR WHICH USED / RAISON DE L'ENVOI	REFERRED TO / DESTINATAIRE	BF DATE / DATE DE RAPPEL	USER'S INITIALS / INITIALES DE L'UTILISATEUR

02-0001
7-74

9704-669
WAC:CR

OTTAWA, October 30, 1968.

George Cumming, Esq.,
Secretary-Treasurer,
Canadian Brotherhood of Railway,
Transport and General Workers,
Seamen's Section, Local 400,
307 West Broadway,
Vancouver 10,
British Columbia.

Dear Mr. Cumming:

Your letter dated October 18, addressed to ~~Mr.~~ the Loan Board Hellyer ~~and acknowledged on October 23, has been referred to this Branch for consideration.~~ concerning our search for the "Gulf Master".

As you ~~are~~ may be aware, ~~an extensive but unsuccessful search was carried out earlier this year on the basis of our knowledge at that time. More recently~~, a life-buoy bearing the name "GULF MASTER" was recently recovered from the water and is now undergoing intensive laboratory tests.

We are awaiting the results of these tests and are at present making a thorough review of our files and all the information that may be available to us, with a view to determining whether a further search should be conducted.

Yours truly,

R. R. Macgillivray,
Director, Marine Regulations.

D
R
A
F
T

9704-669
WAC:CR

OTTAWA, October 28, 1968.

George Cumming, Esq.,
Secretary-Treasurer,
Canadian Brotherhood of Railway,
Transport and General Workers,
Seamen's Section, Local 400,
307 West Broadway,
Vancouver 10,
British Columbia.

Dear Mr. Cumming:

Your letter dated October 18, addressed to Mr. Hellyer and acknowledged on October 23, has been referred to this ~~Department~~ BRANCH for consideration.

As you are aware, an extensive but unsuccessful search was carried out earlier this year on the basis of our knowledge at that time. More recently, a life-buoy bearing the name "GULF MASTER" was recovered from the water and is now undergoing intensive laboratory tests.

We are awaiting the results of these tests and are at present making a thorough review of our files and all the information that may be available to us, with a view to determining whether a further search should be conducted.

Yours truly,

R. R. Macgillivray,
Director, Marine Regulations.

9704-668

October 23, 1968

George Cumming, Esq.,
Secretary-Treasurer,
Canadian Brotherhood of Railway,
Transport and General Workers,
Seamen's Section, Local 400,
307 West Broadway,
Vancouver 10,
British Columbia.

Dear Mr. Cumming:

This will acknowledge your letter dated October 18, 1968 to Mr. Hellyer suggesting that the Department of Transport should continue its search for the sunken tugboat "Gulf Master".

We have carefully noted the position of your Local in this matter and the points that you have raised to support your recommendation. In the circumstances we have forwarded a copy of your letter for consideration by the officials in our Department directly concerned.

Yours sincerely,

M. J. Monaghan,
Special Assistant.

Canadian Brotherhood of Railway, Transport and General Workers

SEAMEN'S SECTION LOCAL 400
307 WEST BROADWAY VANCOUVER 10, CANADA
PHONE 874-5944

PA

9704-669

10328

October 18th, 1968.

Mr. Paul Helyer,
Minister of Transport,
OTTAWA, Ontario.

Dear Sir:

The members of our Local believe it is imperative that the Department of Transport should continue its search for the sunken tugboat "Gulf Master". We feel that when this vessel is found and a thorough investigation made into the cause of the sinking of this vessel, the lives of many seamen could be saved in the future, who will be working in the Canadian maritime industry.

Hoping you will give this matter your utmost consideration, we remain,

Yours sincerely,

George Cumming.

George Cumming,
Secretary-Treasurer.

GC/br
oteu15
cc: G. Morris,
Canadian Merchant Service Guild.

OPEIU 15
UNION LABEL

9704-66
GWRG:PK

Captain Griffiths S. Morris,
Chairman,
Investigations Committee,
Western Branch,
Canadian Merchant Service Guild,
230 West Broadway,
Vancouver 10, B.C.

Ottawa, October 2, 1968

Dear Captain Morris:

Thank you for your letter of September 5 concerning the "Gulf Master". The search ordered earlier this year was conducted on the basis of our knowledge at that time but we are now making a thorough review of our files and all the information that may be available to us with a view to determining whether further search should be conducted.

The lifebuoy that you mentioned was sent to Ottawa and is at present being subjected to laboratory tests. We will arrange for you to have the findings as soon as they are known.

Yours truly,

Sgd. Gordon W. Stead

Gordon W. Stead,
Assistant Deputy Minister, Marine.

9704-669
GWRG:PK

Captain Griffiths S. Morris,
Chairman,
Investigations Committee,
Western Branch,
Canadian Merchant Service Guild,
230 West Broadway,
Vancouver 10, B.C.

Ottawa, September 20, 1968

Dear Captain Morris:

Thank you for your letter of September 5 concerning the "Gulf Master". The search ordered earlier this year was conducted on the basis of the best information available at that time. Since then we don't seem to have received any additional information which might establish the position of the wreck with greater accuracy and it appears that any further search would be based purely on conjecture.

We are pretty well convinced that if the wreck were located it would be necessary to raise the tug in order to carry out any inspection which might help to explain why she sank. On the other hand such an inspection might reveal nothing useful.

I think we have to ask whether a further considerable expenditure of public funds would be warranted by the results that we might expect, having in mind that these may be of doubtful value. In the circumstances I am of the opinion that it would be difficult for us to justify any extension of the original search.

The lifebuoy that you mentioned was sent to Ottawa and is at present being subjected to laboratory tests. We will arrange for you to have the findings as soon as they are known.

Yours truly,

Gordon W. Stead,
Assistant Deputy Minister, Marine.

1887 1887 CANADA

Canadian Merchant Service Guild

A NATIONAL ASSOCIATION OF
MASTERS - MATES - PILOTS - ENGINEERS AND OTHER MARINE OFFICERS

La Guilde de la Marine Marchande du Canada

ASSOCIATION NATIONALE DES CAPITAINES - OFFICIERS BREVETES ET PILOTES

1917 - 1967

AFFILIATED WITH
CANADIAN LABOUR CONGRESS THE OFFICERS (MERCHANT NAVY) FEDERATION INTERNATIONAL TRANSPORT WORKERS FEDERATION

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MONTREAL, P.Q.
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TELEX 012-140

MARITIME OFFICE
PORT BORDEN, P.E.I.
BORDEN 256

HEAD OFFICE
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OTTAWA 3, ONTARIO
TELEPHONE 729-3146
TELEX 013-243

VANCOUVER ISLAND OFFICE
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VICTORIA, B.C.
TELEPHONE 479-6193

WESTERN OFFICE
230 WEST BROADWAY
VANCOUVER 10, B.C.
TELEPHONE 872-7811
TELEX 04-50305

Vancouver 10, B. C.,
September 5th, 1968.

RECEIVED
SEP 9 1968
ASSISTANT DEPUTY MINISTER MARINE

Mr. Gordon Stead,
Assistant Deputy Minister (Marine),
Department of Transport,
Ottawa, Ontario.

Dear Sir:

We have received word that the search for the M.V. GULF MASTER has been called off and that no extension of the search area is being contemplated at this time.

After very carefully reviewing the entire incident and the various reports and recommendations that we have on file, and paying particular attention to the observations of the Pilot of the Beaver Aircraft who first sighted the man on the raft, and subsequently gave an estimated position and drift speed from bearings he took while orbiting the scene, which compared very closely to the drift studies and observations later undertaken by Canadian Diving Services, and having discussed these and other factors such as the weather at the time of the incident with the various Officers on the search vessels, both Coast Guard and Commercial, we have concluded that the area that was designated as the search area is in fact only the north west half of the area which should be searched.

Therefore, it is with firm convictions that we ask you to reopen the investigation and that a search be conducted in the area south east of White Islets.

The recent finding of the life ring from the GULF MASTER by Mr. E. Smith, off Gower Point, indicates that the vessel is still in the area and has not as some think been carried off by underwater currents.

continued.....

NAUTICAL & PILOTAGE SEP 11 1968 RECEIVED

NAUTICAL & PILOTAGE SEP 10 1968 RECEIVED

RECEIVED SEP 10 1968 DIRECTOR MARINE REGULATI

1867 | 1967
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We would also like to know if any tests have been carried out on the life ring to determine at what depth it has been suberged to and what the results of these tests were.

We would appreciate your early reply.

Yours very truly,

GSM:ah

Capt. Griffiths S. Morris,
Chairman,
Investigations Committee,
Western Branch,
Cdn. Merchant Service Guild.

MRNW
I believe you talked with John about this. In conversation with me he added what the length of time submerged is not a factor. Get little opinion on marine growth. It would be necessary to
Left Jones
I believe that further search would be a waste of funds in that
(a) the chances of finding the vessel are extremely remote
(b) the vessel would have to be raised to find out with certainty why it sank.
(c) if sinking was due to swamping there could be no evidence left that could support this "holing" then the tipping of
(d) if sinking was due to explosion & holing" the hole against the air in the hulk would contain part the evidence
see bottom, again requiring raising to see the evidence

would be say what in order to do any
were in
stability of the hull
as to
original condition.
1/19

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TELEPHONE 872-7811
TELEX 04-50305

Vancouver, B.C.,
Sept. 11, 1968.

REC'V'D. IN WRECKS OFFICE
SEP 16 1968
DEPT OF TRANSPORT

14356

Mr. R.R. Macgillivray,
Director, Marine Regulations,
Department of Transport,
Ottawa, Ontario.

Dear Sir:

We have received word that the search for the M.V. GULF MASTER has been called off and that no extension of the search area is being contemplated at this time.

After very carefully reviewing the entire incident and the various reports and recommendations that we have on file, and paying particular attention to the observations of the Pilot of the Beaver Aircraft who first sighted the man on the raft, and subsequently gave an estimated position and drift speed from bearings he took while orbiting the scene, which compared very closely to the drift studies and observations later undertaken by Canadian Diving Services, and having discussed these and other factors such as the weather at the time of the incident with the various Officers on the search vessels, both Coast Guard and Commercial, we have concluded that the area that was designated as the search area is in fact only the north west half of the area which should be searched.

Therefore, it is with firm convictions that we ask you to reopen the investigation and that a search be conducted in the area south east of White Islets.

The recent finding of the life ring from the GULF MASTER by Mr. E. Smith, off Gower Point, indicates that the vessel is still in the area and has not as some think been carried off by underwater currents.

continued . . .

Draft
MRN.
This seems to be identical with the letter I passed on to you a few days ago
RW
13 Sep 68

① MRHW
It is.
Please file it with the other and let me have for reply.
16/9

② M.R.N.
It is identical, apart from the date. The life-ring is at present undergoing tests and arrangements for Rathbun — You may wish to look at Maggie correspondence
PS: I'll be on Friday, most unlikely pr. 4.
Half-wake.

Mr. R.R. Macgillivray

Sept. 12, 1968

We would also like to know if any tests have been carried out on the life ring to determine at what depth it has been submerged to and what the results of these tests were.

We would appreciate your early reply.

Yours very truly,

Capt. Griffith S. Morris,
Chairman,
Investigation Committee,
Western Branch,
Cdn. Merchant Service Guild.

GSM/a

Copy, Mr. G.W. Stead

RECEIVED
SEP 13 1968
DIRECTOR
MARINE REGULATIONS

NAUTICAL & PILOTAGE
SEP 16 1968
RECEIVED

MEMORANDUM

CLASSIFICATION

TO
A

M.R.N.W.

YOUR FILE No.
Votre dossier

OUR FILE No.
Notre dossier 9704-669

DATE 12 September, 1968.

FROM
De

N.S.O.
Marine Investigations & Wreck

FOLD

SUBJECT
Sujet

"GULF MASTER"
Investigation of Tidal Streams in Area of Presumed Foundering

With reference to DM.R.'s marginal note on the letter from the Canadian Merchant Service Guild, dated September 5, 1968, attached hereunder, the following tidal information is taken from the Tide Tables and experiments conducted by Canadian Diving Services during their search for the "GULF MASTER".

The Tide Tables for January 11, 1967, give the following for the area of White Islets:

H.W. 1233 hrs. ht. 11 ft L.W. 1644 hrs. ht. 12.4 ft

Range 1.4 ft Duration 0411 hours

The flood sets in a NW'ly direction in this area and the time of foundering, being approximately 1450 hours, coincides with the maximum rate which would be experienced during this tidal cycle.

Tidal flow experiments conducted on March 7, 1968, by Canadian Diving Services showed the flood stream to set NW'ly at an average rate of 1.5 knots with a maximum rate of 2.0 knots recorded over a very limited period of observations. Further, very limited, observations of an oil slick laid to the south of White Islets, during the flood on the afternoon of March 9, 1968, showed negligible movement.

As the foregoing experiments were conducted over an extremely limited period, for such observations, at a different time of the lunar mouth, during a different period of the tidal cycle and under much more moderate weather conditions than prevailed on January 11, 1967, no useful information can be concluded from these experiments except to confirm the direction of the tidal stream.

For any tidal stream information to be reliable observations must be made at all depths, over a large area and for a considerable period of time. Salinity, temperature and wind are all variables which must be superimposed upon such observations. The conclusions obtained by then relating the results to conditions, largely unknown with accuracy, which prevailed at the time of the foundering of the "GULF MASTER" must, of necessity, be conjectural. For these reasons it is felt that no useful information would derive from such an exercise and any such available information, of itself, applied to the known and presumed circumstances, would not justify a continuation of the search on these grounds alone.

R.J. Marsham.

R.J. Marsham.

CGSB—6GP22a PP&S Cat. No. 3591

1867 | 1967
CANADA

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TELEPHONE 872-7811
TELEX 04-50305

Vancouver 10, B. C.,
September 5th, 1968.

RECEIVED
SEP 9 1968
ASSISTANT DEPUTY MINISTER MARINE

Mr. Gordon Stead,
Assistant Deputy Minister (Marine),
Department of Transport,
Ottawa, Ontario.

Dear Sir:

We have received word that the search for the M.V. GULF MASTER has been called off and that no extension of the search area is being contemplated at this time.

After very carefully reviewing the entire incident and the various reports and recommendations that we have on file, and paying particular attention to the observations of the Pilot of the Beaver Aircraft who first sighted the man on the raft, and subsequently gave an estimated position and drift speed from bearings he took while orbiting the scene, which compared very closely to the drift studies and observations later undertaken by Canadian Diving Services, and having discussed these and other factors such as the weather at the time of the incident with the various Officers on the search vessels, both Coast Guard and Commercial, we have concluded that the area that was designated as the search area is in fact only the north west half of the area which should be searched.

Therefore, it is with firm convictions that we ask you to reopen the investigation and that a search be conducted in the area south east of White Islets.

The recent finding of the life ring from the GULF MASTER by Mr. E. Smith, off Gower Point, indicates that the vessel is still in the area and has not as some think been carried off by underwater currents.

continued.....

NAUTICAL & PILOTAGE
SEP 10 1968
RECEIVED

RECEIVED
SEP 10 1968
DIRECTOR
MARINE REGUL

1867 | 1967
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We would also like to know if any tests have been carried out on the life ring to determine at what depth it has been suberged to and what the results of these tests were.

We would appreciate your early reply.

Yours very truly,

GSM:ah

Capt. Griffiths S. Morris,
Chairman,
Investigations Committee,
Western Branch,
Cdn. Merchant Service Guild.

Reply Sept. 20

9704-669

Note for File

The "GULF MASTER" lifebuoy is at present in the custody of Captain P.F. Batten M.R.I.H.

Arranged with him to-day to send it for chemical and/or other analysis in an attempt to determine the cause of the loss of the "GULF MASTER".

Ottawa, September 9, 1968

W.A.W. Catinus

See memos dated August 26 and September 4 herewith.

MEMORANDUM

CLASSIFICATION

TO
A

Captain W.A.W. Catinus
Marine Investigation and Wreck,
Department of Transport,
Hunter Building,
Ottawa, Ont.

YOUR FILE No. Votre dossier 9704 - 669

OUR FILE No. Notre dossier 9704-130A

DATE Sept.4,1968

FROM
De

R.S.N.(Western)

FOLD

SUBJECT
Sujet

"GULF MASTER"

13598

With reference to your memorandum of August 26th the lifebuoy recovered from the tug "Gulf Master" was sent to Ottawa by Air Express on or about July 20th. Answers to your questions are as follows:

1. No but the condition of buoy and lines suggests that it may have been recently separated from the wreck.

2. Aero type plastic buoy with yellow coloured synthetic (polypro) grab lines.

3. Not known.

4. No.

5. Could be but buoy was forwarded to Ottawa for analysis.

6. The brown markings may have been caused by smoke but at that time it was thought more likely to be oil stains.

7. Not known.

Buoy was located in Room 315, Garland Building. We had received no information regarding its disposition to date.

C. E. Burrill,
Regional Superintendent, Nautical Services.

CEB:ea

REC'V'D. IN WRECKS OFFICE
SEP 6 1968
DEPT OF TRANSPORT

CGSB-6GP22a CGSS No 7540-21-798-8998.

WAC:CR

Captain C.E. Burrill,
Regional Superintendent, Nautical Services,
Department of Transport,
Federal Building,
VANCOUVER, B.C.

9704-130A

9704-669

26 August, 1968.

Investigations Officer

Tug "GULF MASTER"

With further reference to your memorandum of July 12, enclosing photographs of a "GULF MASTER" life-buoy recovered from the sea on June 29, C.N.P. and D.M.R. would appreciate your comments and these of Mr. Sigsworth on the following points:

1. Did the condition of the buoy suggest either that it had been recently separated from the wreck or that it might have been washed ashore and subsequently released by a high tide?

2. What was the composition of the buoy and grablines?

3. Which side was uppermost when found?

4. Was there any sign of marine growth?

5. Would it be possible to determine by chemical or other analysis whether the stains were caused by oil, rust or from some other cause?

6. Did the life-buoy show any sign of fire damage?

7. Could the indentations on the life-buoy have been caused by it having been subjected to pressure?

Original Signed by
W. A. W. CATINUS

(W.A.W. Catinus)

(1) MRH

Would you drop a line to Burrill and ask him if examination of the buoy threw any light on some of the queries that went through my mind and into the notes hereunder.

19/8

M.R.N.

18/7

RE: "GULFMASTER" life-buoy.

The attached photographs of a life-buoy marked "GULF MASTER" give no clue as to the cause of her disappearance.

The buoy was picked up well clear of the area searched, but there is nothing to indicate that it was found anywhere near the position of the wreck. Indeed the buoy could have drifted a considerable distance from the position of the wreck after release.

Finally - and this is only a comment - the mere fact that the life-buoy was marked "GULF MASTER" does not really prove that it actually came from the wreck, although it probably did.

In the absence of any other developments I suggest the letter be noted and filed.

17/68.

(1) MR 1

(2) DMR

(3) C.N.P.

22/7 The wrinkled surface of the life-buoy indicates that it has been subjected to pressure, hence it probably is from the Gulfmaster. I see no justification, however, for resuming the search on this date.

I don't think that this should prompt any resumption of search, do you? Should think that condition of buoy suggests that it must have been recently separated from the wreck. Does absence of marks (over)

000391

growth indicate anything? Would chemical or other analysis indicate evidence of fire, for example? Perhaps Norman Sigsworth has comments.

8/7

Further thoughts — assuming this buoy was secured to the hulk do you suppose it would have surfaced after such a prolonged immersion. Would it be a cork buoy?

Some of the highest tides of the year occurred just prior to the recovery of this buoy and frequently on these occasions driftwood etc. will float off from far back on the H.W. line releasing objects which have been high and dry for a long time. From the appearance of this buoy it does not look as if it had been ashore. It does not seem to be bleached.

Capt Graves 19/8

I would have thought it ought to be followed up along the lines you indicate

RRM
16 Aug.

Captain C.E. Burrill,
Regional Superintendent, Nautical Services,
Department of Transport,
Federal Building,
Vancouver, B.C.

970-130A

WAC:CR

970-669

16 July, 1968.

Investigations Officer

Tug "GULF MASTER"

Thank you for your memorandum of July 12, enclosing photographs of a life-buoy from the "GULF MASTER" recovered by a yachtsman on June 29, 1968.

It is noted that this buoy has been turned over to the Regional Superintendent, S.S.I., Vancouver.

(W.A.W. Catinus)
Marine Investigations & Wreck

MEMORANDUM

CLASSIFICATION

TO
A

Captain G.W.R. Graves,
Chief, Nautical and Pilotage Division,
Department of Transport,
Ottawa, Ontario.

YOUR FILE No.
Votre dossier 9704-669

OUR FILE No.
Notre dossier 9704-130A

DATE July 12, 1968

FROM
De

Superintendent, Nautical Services,
Vancouver, B.C.

FOLD

SUBJECT
Sujet

Tug "GULF MASTER".

Enclosed are photographs of a life-buoy from the "GULF MASTER" which was recovered from the water by a yatchsman Edward Smith on June 29th, 1968. Mr. Smith was proceeding in a straight line out from Shoal Channel and picked up this buoy approximately five miles from Gower Point.

A line attached to the life-buoy was in a tangle in the centre with only about six feet free end. The line still retained the kink where it had been attached by a toggle to the vessel.

The buoy was covered with brown stains interlaced with indentations and scored in one or two places. On the reverse side there was a rust ring where the buoy may have been laying against the vessel. The brown stains and indentations were not so pronounced on the reverse side.

Mr. Smith turned the buoy over to the Coast Guard who passed it on to the Regional Superintendent, S.S.I.

A portion of chart No. 3579 is also enclosed.

C.E. Burrill,
Regional Superintendent,
Nautical Services.

CEB:lv

Encl.

REC'D. IN WRECKS
OFFICE
JUL 15 1968
DEPT OF TRANSPORT

000394

Self

Discuss with Britchistle on Wednesday the value of any further Scaschi

If. What could we adduce in situ if an inquiry were to be located after so long a period of immission?

[redacted]

MRHW

Re last para. of letter Oct. 2. Will you provide this as soon as we have information

18/10

ACTION REQUEST
FICHE DE SERVICE

FILE NO. DOSSIER N°

TO — À
Mr. J. R. Baldwin

DATE
Oct. 23, 1968

LOCATION — ENDROIT
Deputy Minister. (1) MRNW

FROM — DE
M. J. Monaghan.

- [ ] ACTION / DONNER SUITE
- [ ] APPROVAL / APPROBATION
- [ ] COMMENTS / COMMENTAIRES
- [ ] DRAFT REPLY / PROJET DE RÉPONSE
- [ ] MAKE / FAIRE.....COPIES
- [ ] NOTE AND FILE / NOTER ET CLASSER
- [ ] NOTE & RETURN/OR FORWARD / NOTER ET RETOURNER/OU FAIRE SUIVRE
- [ ] P. A. ON FILE / CLASSER
- [ ] REPLY / RÉPONSE
- [ ] SEE ME / ME VOIR
- [ ] SIGNATURE
- [ ] TRANSLATION / TRADUCTION
- [ ] YOUR REQUEST / À VOTRE DEMANDE
- [ ] _____

For information and necessary action please.

M. J. Monaghan

Special Assistant.

000397

CGSB 6-GP-12B C.G.S.S. 7540-21-562-8216

(2) MRNW
Proceed with the letter.
I understand that review of files etc. is being put off pending receipt of report on lifebuoy. Jeffery

(1) M.R.N.

RE [redacted] ILFMASTER

Attached for your consideration is the draft letter 30/10 of a "holding" letter to the Secretary of the Brotherhood of Railway, Transport and General Workers Union, in amplification of the first acknowledgment (on file) signed by the Minister's Special Assistant.

We should be hearing from Public Works the results of their very extensive tests shortly. Upon receipt of that report and depending on its findings, shall I prepare letters to the R.C.M.P., R.C.N. etc., in accordance with DMR's notes (on file). Such requests should, I believe, be sent from Ottawa - certainly so far as the RCN is concerned.

For your direction, please.

Jeffery 1/11 Relatives

(3) MRN 1/11
I don't think we should await the test results before getting started on a review of the evid
Mac 6 Nov

Am I being too persistent?

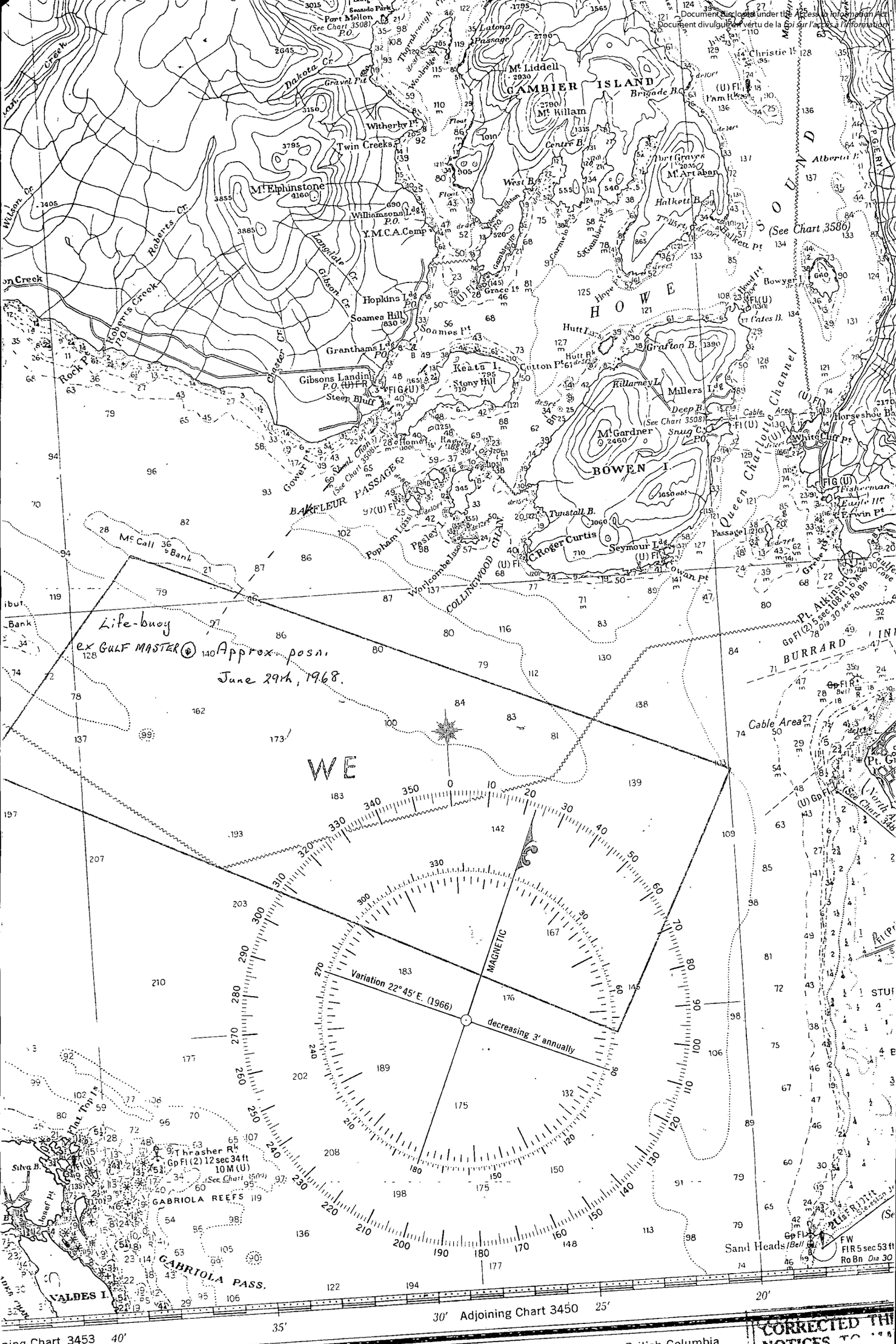
Want a thorough review of all ev. (by a new person?) incl RCMP ~~[illegible]~~ file, RCN file, Coroner's file, Cornish file & Guild file. (and how about more in writing re the actual search — we only hear 2nd hand about the 17 dives.)

What have DPW been asked to test for? — i.e. the lifebuoy

When we ordered the search we were going on best info then available — Has the picture changed.

Take another look at the no-cure-no-pay offer.

Get a positive recommn from?



DEPARTMENT OF TRANSPORT
MINISTÈRE DES TRANSPORTS

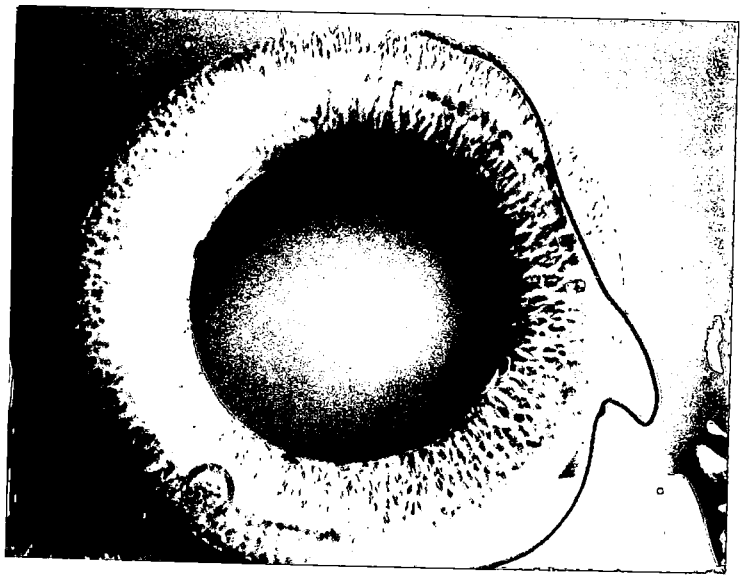
IF UNDELIVERED RETURN TO POINT OF MAILING
EN CAS DE NON-LIVRAISON RENVOYER À L'EXPÉDITEUR

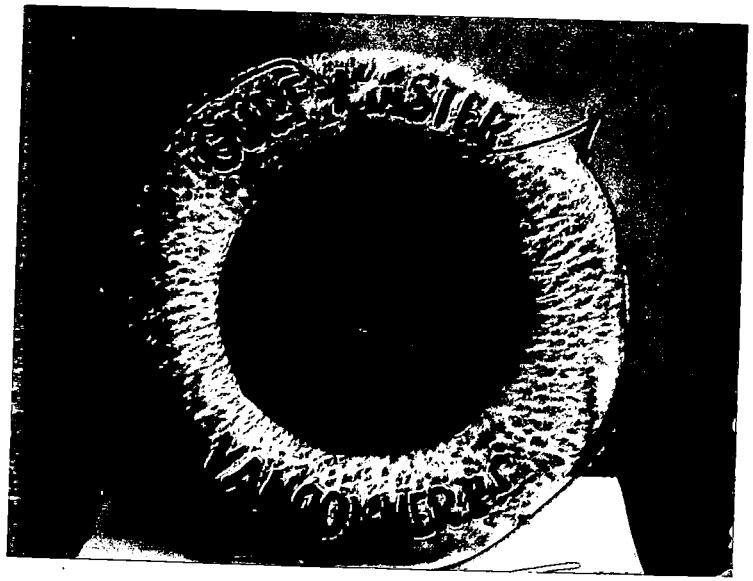
OFFICE AT _____
BUREAU DE
02-0026 (54)

ON HER MAJESTY'S SERVICE
SERVICE DE SA MAJESTÉ

CANADA
POSTAGE PAID
PORT PAYÉ

Photographs Life-buoy ex Tug "GULF MASTER"





Reverse side

Life-buoy - ex "Gulf Master"

Showing rust markings and approval stamp.

Buoy covered with brown stains with small indentations between. (Similar to etchings)

Life-Buoy - ex "GULF MASTER" missing presumed sunk

This life-buoy was picked up by Edward Smith, on June 29th, 1968 approximately five miles S.W. of Gower Pt. (Chart # 3579)

A line was attached when found tangled up in the centre with approx. 6 ft. free end. Eye was still kinked from toggle.

9704-669

July 12, 1968.

9704-669

Note For File (2)

"GULFMASTER"

Captain Burrill also telephoned to report this morning that a life-ring marked "GULFMASTER" had been recovered by a Mr. Edward Smith a yachtsman employed by the Gestetner Company, 5 miles from Gower Point, B.C. on June 29.

The life ring was given to our Coast Guard and is now with Norman Sigsworth of S.S. 1, Vancouver, who will send photographs.

W.A.W. Catinus

DMP to see before despatch

Captain C.E. Burrill,
Superintendent, Nautical Services,
Department of Transport,
Federal Building,
325 Granville St.,
Vancouver, B.C.

9704-669
GWRG:PK
July 8, 1968

Chief, Nautical & Pilotage Division

"GULF MASTER" Search

I refer to your memorandum of June 28, forwarding a copy of a letter from Innex International Limited offering to conduct an air search for the wreck of the tug "GULF MASTER".

As you are aware, an exhaustive but unsuccessful search has already been made for this wreck. We are not aware of any new information which would warrant further expenditure of public funds in this matter. In any event our understanding is that any further contract would have to be concluded by way of tenders in the normal manner.

Please inform Innex International Limited and thank them for their interest.

Original Signed by
G. W. R. Graves

G.W.R. Graves,
Chief, Nautical & Pilotage Division.

MEMORANDUM

CLASSIFICATION

TO
A

Captain C.E. Burrill,
Regional Superintendent, Nautical Services,
Department of Transport,
Federal Building
Vancouver, B.C.

YOUR FILE No.
Votre dossier

OUR FILE No.
Notre dossier 9704-669

FROM
De Director, Marine Regulations

DATE July 4, 1968.

FOLD

SUBJECT
Sujet "GULFMASTER" Search

Noted

I refer to your memorandum of June 28, forwarding a copy of a letter from Innex International Limited offering to conduct an air search for the wreck of the tug "GULFMASTER".

As you are aware, an exhaustive but unsuccessful search has already been made for this wreck. We are not aware of any new information which would warrant any further expenditure of public funds in this matter. In any event our understanding is that any further contract should be concluded by way of tendering in the normal manner.

Please inform Innex International Limited and thank them for their interest.

(R.R. Macgillivray)

CGSB-6GP22a CGSS No 7540-21-798-8998.

874

248

DOTMA LOTMTL

DOTDMA OTT

① MRNW
While awaiting Burrill's memo would you please consult Contracts (Mr. Hobbs, perhaps) as to whether we could even consider this without calling tenders or in some way giving equal opportunity to others.
MRN 2/7

MESSAGE CENTRE
MRN
JUN 32 12 53 68

DOT DMO VCR

PLEASE PASS TO CAPT G W R GRAVES

CHIEF NAUT AND PILOTAGE

28/6/68

P.S. memo has now arrived and is on file below
7/3/68.

RE GULF MASTER I HAVE IN WRITING AN OFFER FROM INNEX INTERNATIONAL TO SEARCH ON A NO CURE NO PAY BASIS IF VESSEL LOCATED WILL IDENTIFY BY UNDERWATER T V PHOTO AND BUOY AT FLAT FEE OF EIGHT ~~M~~ THOUSAND DOLLARS. EQUIPMENT MAGNETOMETER, ASQ-3 FLUXGATE DEVICE USED IN AIR SEARCH OF AREA. AVAILABLE ONLY WITHIN NEXT FEW WEEKS SO PLEASE ADVISE AS SOON AS POSSIBLE IF WILLING TO CCEPT OFFER.

MEMO FOLLOWING

C E BURRILL

SUPT NAUT SERVICES

VAN B C

② Any further investigations in my opinion should be included by way of tenders in the normal way
AGPC

③ M.R.N.
Mr Hobbs confirms our opinion that this and other offers to search for the Gulfmaster could not be considered without calling tenders. I suggest no useful purpose would be served in doing so and that the department have made all reasonable efforts to locate the wreck. Shall I prepare a reply to that effect? 7/3/68

NAUTICAL & PILOTAGE
JUL 2 1968
RECEIVED

000406

MEMORANDUM

CLASSIFICATION

TO
A

Captain G.W.R. Graves,
Chief, Nautical and Pilotage Division,
Department of Transport,
Ottawa, Ontario.

YOUR FILE No.
Votre dossier 9704-669

OUR FILE No.
Notre dossier 9704-130A

DATE June 28, 1968

FROM
De

FOLD

Superintendent, Nautical Services,
Vancouver, B.C.

SUBJECT
Sujet

"GULF MASTER"

MRN

Further to my telex of today, although there was a press release that the Department was not conducting any further searches for the "GULF MASTER", there is still some local interest and opinions have been expressed that we should have continued searching.

A few weeks ago I was approached by Innex International who were interested in conducting an air search for this tug using a magnetometer. They claimed that they had searched for and located several bulldozers which had been lost from a barge on Great Slave Lake. They covered an area of 120 square miles and located these bulldozers beneath six feet of ice. It was also claimed that mineral deposits do not interfere with the locating of large metal objects.

They seemed so confident that they would be successful that they agreed to a "No Cure No Pay" agreement and I asked them to put it in writing.

Enclosed is a copy of their letter stating a flat rate of $8000.00 to locate, identify by underwater T.V. photographs and buoy the "GULF MASTER".

At the moment they are said to be in between jobs for an American company in California. If the Department is prepared to accept their offer they would prefer to commence operations within one or two weeks.

C.E. Burrill,
Superintendent, Nautical Services.

CEB:lv

Encl.

NAUTICAL & PILOTAGE
JUL 2 1968
RECEIVED

CGSB-6GP22a CGSS No 7540-21-798-8998.

John KEMPO
Bar[redacted] Vol.
203
Area Code 403
424-8288.

INNEX INTERNATIONAL

203 - 10209 - 97th STREET,
EDMONTON, ALBERTA.

JUNE 27, 1968

D.O.T.
MARINE INVESTIGATIONS DEPT.,
325 GRANVILLE STREET,
VANCOUVER 1, B.C.

ATTENTION: CAPT. ~~BURROUGH~~ BURRILL.

DEAR SIR:

FURTHER TO OUR CONVERSATION OF THE 27th, THE FOLLOWING IS OUR PROPOSAL FOR LOCATION OF THE TUG, GULF MASTER.

USING OUR MAGNETOMETER, AN ASQ-3 TYPE FLUXGATE DEVICE, WE WILL INSTITUTE AN AIR SEARCH OF THE AREA IN WHICH THE WRECK IS THOUGHT TO LIE. IN THE EVENT THAT THE SEARCH IS UNSUCCESSFUL, ALL EXPENSES INCURRED WILL BE BOURNE BY OURSELVES.

IF, HOWEVER, THE WRECK IS LOCATED, WE WILL HAVE AVAILABLE CLOSED CIRCUIT T.V. EQUIPMENT FOR PURPOSES OF PHOTOGRAPHIC RECONNAISSANCE, AND WILL BUOY THE WRECK IN CASE SALVAGE OPERATIONS ARE DESIRED BY THE DEPARTMENT.

FOR SUCCESSFUL LOCATION, A FLAT FEE OF $8,000.00 WILL BE PAYABLE TO INNEX INTERNATIONAL LTD.

? Location only ?

YOURS VERY TRULY,

INNEX INTERNATIONAL LTD.

PER C. W. McDONALD

CWMcD/s

Poor possibility

CAN DIVE

CANADIAN DIVING SERVICES LTD.
866 EAST CORDOVA STREET
VANCOUVER, B.C., CANADA

P.O. BOX 4488
SANTA BARBARA
CALIFORNIA, U.S.A.

June 19, 1968

9704-669

07516

J.A.G. St. Laurent
Chief, Purchases & Contracts
Department of Transport
Ottawa, Ontario

Gentlemen:

Re: "GULFMASTER" Search - Sechelt, B.C.
Reference #9704 - 669

Thank you for the kind letter sent by your department last month. We appreciate your comments on the thoroughness of our search even though we were, understandably, disappointed at the decision not to extend the area.

Would your department be interested in continuing the investigation, should the "Gulfmaster" be found?

We are not aware of the location of the wreck, but honestly feel that it must be in the area outlined in our previous letter. Can Dive Ltd. will have a crew in the Sechelt area in the not too-distant future and we will probably take a couple of days to make a quick cursory look at the new area, if time permits.

We have been contacted, recently, by a number of organizations representing mariners, tow-boat operators, etc., inquiring into the reasons for the department abandoning the search. We have simply told them that we suggest they contact your department direct. I hope this is in order. Looking forward to hearing from you in this matter, and I am,

Yours truly,

CAN DIVE SERVICES LTD.

Phil Nuytten

Phil Nuytten, Manager

PN:ls

PHONE: A.C. 604 - 255-5323
VANCOUVER, CANADA
A.C. 805 - 963-2688
SANTA BARBARA, U.S.A.

DEPARTMENT OF TRANSPORT
GOVERNMENT OF CANADA
press release

NO. 70-68

FOR RELEASE
June 10, 1968.

LONG SEARCH FOR TUG
"GULF MASTER" ABANDONED

OTTAWA - Search has been abandoned for the tug "Gulf Master", mysteriously lost with a crew of five 17 months ago in the Strait of Georgia off British Columbia, the federal Department of Transport announced today.

The tug had been sought since last February by Canadian Diving Services Limited, Vancouver. The Department of Transport engaged the company, after all customary search procedures had failed, because of its concern over such losses and its hope that the wreck might furnish information which would help prevent further casualties. An extensive search by the company was also unsuccessful.

The "Gulf Master" was unaccountably lost in January, 1967. The only clues to her fate were an oil slick, some debris, and a lone survivor on a raft. A helicopter crew saw the man fall from the raft and two of the crew parachuted into heavy seas to the rescue. The survivor died in hospital without regaining consciousness and the riddle of how the tug was lost remains unanswered.

- 30 -

Ref.: W. Dunstan
Information Services
992-1902

WAC:CR

① MRNW
When DMR has signed this letter we can proceed to arrange for press release.

9704-669

OTTAWA, May 29, 1968.

29/5
Will do -
30/5/68

Canadian Diving Services Ltd.,
866 East Cordova Street,
Vancouver, B.C.

Dear Sirs: Re: Search for "GULF MASTER" Wreck

This letter serves to acknowledge receipt of your final report of April 11, 1968, in respect of the search for the wreck of the tug "GULF MASTER", which you carried out under contract for the Department of Transport.

We note with regret that despite a thorough investigation of the search area, during which special attention was given to the White Islets section, no trace of the "GULF MASTER" could be found. We also note the difficulties encountered in differentiating between possible wrecks and submarine pinnacles due to the ferrous nature of the sea bed.

For these and other reasons, and after giving full consideration to the suggestions contained in your letter of May 21, we would advise you that no extension of the search area is being contemplated by the Department.

In conclusion, we would thank you for the determined effort made by your company to locate the "GULF MASTER".

Yours very truly,

R. R. Macgillivray,
Director, Marine Regulations.

29/5/68

D
R
A
F
T

WAC:CR

9704-669

OTTAWA, May ~~27~~ 29, 1968.

Canadian Diving Services Ltd.,
866 East Cordova Street,
Vancouver, B.C.

Re: Search for "GULF MASTER" Wreck

Dear Sirs:

This letter serves to acknowledge receipt of your final report of April 11, 1968, in respect of the search for the wreck of the tug "GULF MASTER", which you carried out under contract for the Department of Transport.

We note with regret that despite a thorough investigation of the search area, during which special attention was given to the White Islets section, no trace of the "GULF MASTER" could be found. We also note the difficulties encountered in differentiating between possible wrecks and submarine pinnacles due to the ferrous nature of the sea bed.

For these and other reasons, and after giving full consideration to the suggestions contained in your letter of May 21, we would advise you that no extension of the search area is being contemplated by the Department.

In conclusion, we would thank you for the determined effort made by your company to locate the "GULF MASTER".

Yours very truly,

R. R. Macgillivray,
Director, Marine Regulations.

(2) CNP I agree RLW 28 May 68

MEMORANDUM

CLASSIFICATION

TO
A

M.R.N.

ODMR:- I share Bill Carimus' opinion that any further search would be based solely on speculation and conjecture and we have no reason to believe that it would be any more fruitful than the first. If the draft letter is acceptable to you we will send it out + arrange for a press release immediately afterwards

YOUR FILE No.
Votre dossier

OUR FILE No.
Notre dossier 9704-669

DATE 27 May, 1968.

FROM
De

M.R.N.W.

FOLD

SUBJECT
Sujet

"GULF MASTER" Search

I refer to the final report submitted by Canadian Diving Services Ltd., on completion of their unsuccessful search for the wreck of the "GULF MASTER" and to their follow-up letter of May 21 in which they suggested reasons for extending the search area. Briefly, it would seem to me that, having failed to locate the wreck in an area which they themselves at one time considered as most likely, Canadian Diving Services now suggest with no more certainty of success than before that the search area be extended.

It should be noted that the area searched was based on all the information then available, including the files of Cosulich Holdings Ltd., covering their own search for the "GULF MASTER", the evidence of witnesses and conversations with Captain Burrill, who held the preliminary inquiry.

On March 6, 1968, a progress report received from Canadian Diving Services Ltd., and forwarded by Captain Burrill read in part:

> "Preliminary evaluation of existing data had established no doubt in our minds that the wreck must lie southeast of a line drawn perpendicular to the pilot's first sighting of the oil slick, débris, and the mate on the raft. Accordingly, this area has received our most intensive attention. It is necessarily a slow progress as the entire area around White Islets is magnetically "active" from ferrous geology prominent".

Captain Burrill in his covering letter comments: "From information gathered from many sources it is Mr. Nuytten's opinion that the "GULF MASTER" was lost in the vicinity of White Islets..... It is the intention to make a more detailed search of the area around White Islets." (the underlining is mine). Mr. Nuytten telephoned on last Thursday and confirmed that they had, in fact, conducted an intensive search around White Islets.

Their recommendation that the search area by extended would therefore seem to be largely based on their lack of success in the White Islets area. This is indicated by the first paragraph on page 2 of their letter of May 21, which reads as follows:

. . . /2

"As White Islets have been eliminated, we would recommend a further search area bounded on the north by our previous survey and extending southeast of this position for a distance of 4 miles".

Bearing in mind the discovery of a massive geological dyke of iron-bearing mineral traversing White Islets on a northwest - southeast bearing, as mentioned in the Report, for which reason Canadian Diving Services experienced some difficulty in differentiating between possible wrecks and submarine pinnacles, I again submit that any extension of the search is unlikely to meet with success.

For these reasons, I suggest that Canadian Diving Services Ltd., be informed that no further action is being contemplated by the Department.

(W.A.W. Catinus)
Marine Investigations & Wreck

#669

CAN DIVE

CANADIAN DIVING SERVICES LTD.
866 EAST CORDOVA STREET
VANCOUVER, B.C., CANADA

P.O. BOX 4488
SANTA BARBARA
CALIFORNIA, U.S.A.

04016

May 21, 1968

MRW

Department of Transport
Parliament Buildings
Ottawa, Ontario

ATTENTION: Mr. Catinus

Dear Sir:

Pursuant to our telephone conversation of this date, our recommendation that the search for the tug "Gulfmaster" should be extended is based on the following reasons.

a) A large portion of the conceivable area of sinking has been thoroughly investigated.

b) Several testimonies of witnesses place the vessel, still afloat, in the vicinity of the southernmost end of our previous search area.

c) The drift and current studies in our report (page B 101-06) coupled with the wind direction at the time of sinking, indicate that the first sighting of the oil-slick and survivor should be considered as the northern boundary of the search area. This sighting was in the White Islets area. The wreckage could not have originated further north unless the debris, oil-slick and survivor drifted <u>against</u> the current and tide.

Although the times given, in the enquiry, between the last sighting of the tug and first sighting of the survivor must be considered approximate, they indicate that a period of no more than 40 minutes could have elapsed between the sinking and the subsequent survivor sighting. Taking these figures at their outside, it is our opinion that the survivor could not have drifted more than 3-3½ miles north from the point of sinking.

PHONE: A.C. 604 - 255-5323
VANCOUVER, CANADA
A.C. 805 - 963-2688
SANTA BARBARA, U.S.A.

Con't.

As White Islets have been eliminated, we would recommend a further search area bounded on the north by our previous survey and extending southeast of this position for a distance of 4 miles.

We feel that, based on a re-evaluation of all existing data, this area would be the most likely one and can be searched thoroughly in a reasonable time period. It is somewhat larger an area, than the original, but given good weather we feel confident of being able to complete in about 20 days.

Many of the time-consuming items on the first survey can be eliminated as they have already been computed and charted. Such things as; expected magnetometer response, magnetic sphere of influence, accommodations, pattern of search procedure, organization of various search and identify methods, etc. would be a repetition of the previous search.

The majority of the equipment used on the previous search would be retained as it functioned extremely well and the crew has become very adept in its use.

We would further recommend that an extension of this search be carried out in the months of June, July or August to avoid costly standby time due to adverse weather. More than fifty percent of the previous invoices to D.O.T. was caused by adverse weather, and we feel that a continuation of the search during calm months would result in a shorter completion time and for less cost.

We would be glad to indicate a suitable search area, clearly defined on a chart, at your request.

Thank you for the opportunity to submit our recommendations and I am,

Yours truly,

CAN DIVE SERVICES LTD.

Phil Nuytten

Phil Nuytten

PN:ls

9704-669

Note for File

The following points were made to-day in a telephone conversation with Mr. Black, President of Canadian Diving Services, Ltd., concerning this report on the search for the "GULFMASTER":

(1) He confirmed that the area south east of White Islets had been throughly searched (a point raised by Burrill in his Memo of May 3.)

(2) He confirmed that they had had complete access to all the information possessed by Cosulich Holdings Ltd., on their own unsuccessful search for the "GULFMASTER".

(3) He confirmed that the suggestion made in the report that the search area be extended was based on sound reasons - partly based on studies conducted during their search of the designated area - and that he would ask Mr. Nuytten to explain these reasons in a telephone call to this office next Tuesday May 21. This was discussed with Captain Graves who agreed that no further action be taken until Mr. Nuytten has made his reasons known.

W.A.W. Catinus

May 15, 1968

MEMORANDUM

CLASSIFICATION

TO
A M.R.N.

YOUR FILE No.
Votre dossier

OUR FILE No.
Notre dossier 9704-669

DATE May 6, 1968.

FROM
De M.R.N.W.

FOLD

SUBJECT
Sujet "GULF MASTER" Search

Captain Burrill's comments on the report submitted by Canadian Diving Services Ltd., on completion of their unsuccessful search for the "GULF MASTER", is attached herewith. From this it appears that this Company have completely searched the designated area as required by the Contract. The area searched was based on the best information available.

I may say that although receipt of their report has not, as far as I know, been acknowledged, a cheque for $25,280.25 was mailed to Canadian Diving Services Ltd., on April 25 in settlement of their account.

It seems to me unlikely that any further search will meet with success or, alternatively, even if the wreck were to be located now little of value could be obtained by way of information on the circumstances which led to her disappearance. I therefore submit for your consideration that Canadian Diving Services be so informed and that a Press Release be prepared to that effect.

(W.A.W. Catinus)
Marine Investigations & Wreck

CGSB—6GP22a PP&S Cat. No. 3591

MEMORANDUM

CLASSIFICATION

TO
A

Captain G.W.R. Graves,
Chief, Nautical and Pilotage Division,
Department of Transport,
Ottawa, Ontario

YOUR FILE No. 9704-669
Votre dossier

OUR FILE No. 9704-130A
Notre dossier

FROM
De

Superintendent, Nautical Services,
Vancouver, B.C.

DATE May 3, 1968

FOLD

SUBJECT
Sujet

"GULF MASTER" - Search by Canadian Diving Services Ltd.

03239

A copy of a report from Canadian Diving Services Ltd., concerning an attempt to locate the tug "GULF MASTER" by means of a magnetometer was discussed with the Divisional Supervisor, S. S. I., and further explained by Mr. P. Nuytten, Manager, Can-Div.

It is our opinion that a thorough inspection was made of the search area as required by the specifications. On seventeen occasions particularly in the area around White Islets divers went down to carry out visual searches of the bottom. We agree with the conclusion of the report that the tug "GULF MASTER" is not in the area covered by the search.

As was reported operations throughout the search period were hampered by the poor weather during the months of February and March. I cannot help feeling that the time of the year chosen to conduct these operations was most unfortunate. Considering that the search was commenced over twelve months after the "GULF MASTER" was reported missing, it seems that a few more months would have made very little difference. If the actual search operations had been postponed until May or June, advantage could have been taken of the long daylight hours and probably fine weather. This would have shortened the period required to cover the specified area and enabled the remaining time to be used to inspect other possible areas.

In the conclusion of a report on a preliminary inquiry into the loss of tug "GULF MASTER" it was thought that the vessel may have been lost in the area White Islets, Mission Point to Trail Islands. Perhaps this was the reason for giving this area in the specifications.

The area searched was based on the best information available.

However, since the above report was submitted, this area was searched by the owners of the tug and other parties. Further research of information received, prevailing weather, tides, location of survivor when picked up, reported oil shicks etc., eliminated the probability of the tug being in the area of Trail Islands. Local opinion was that the tug was lost in the vicinity of White Islets or even as far south as Roberts Creek. This was mentioned by me last summer when I inquired if the Department was still interested in locating the "GULF MASTER".

.../2

CGSB-6GP22a CGSS No 7540-21-798-8998.

In the Can-Div report it was noted by the sketches that the area south east of White Islets does not appear to have been included in the search. It is thought that the "GULF MASTER" may have struck a ledge off White Islets, overturned and drifted before finally sinking to the bottom.

For these reasons it may have been preferable to have had the search area centered around White Islets and extended to include Roberts Creek.

If the Department intends to have further searches conducted to locate the "GULF MASTER" it is recommended that to cover all probable locations an extended search area should be inside a line from Mission Point to a point two miles south of the point and a line drawn east of this point to the shore line. (See attached portion of chart 3577).

The possibility of extending the search area was discussed with Mr. Nuytten and it was suggested provided the operations are carried out about the middle of June the proposed search area could be inspected at a cost of approximately two thirds that of the original operations or less depending upon the weather.

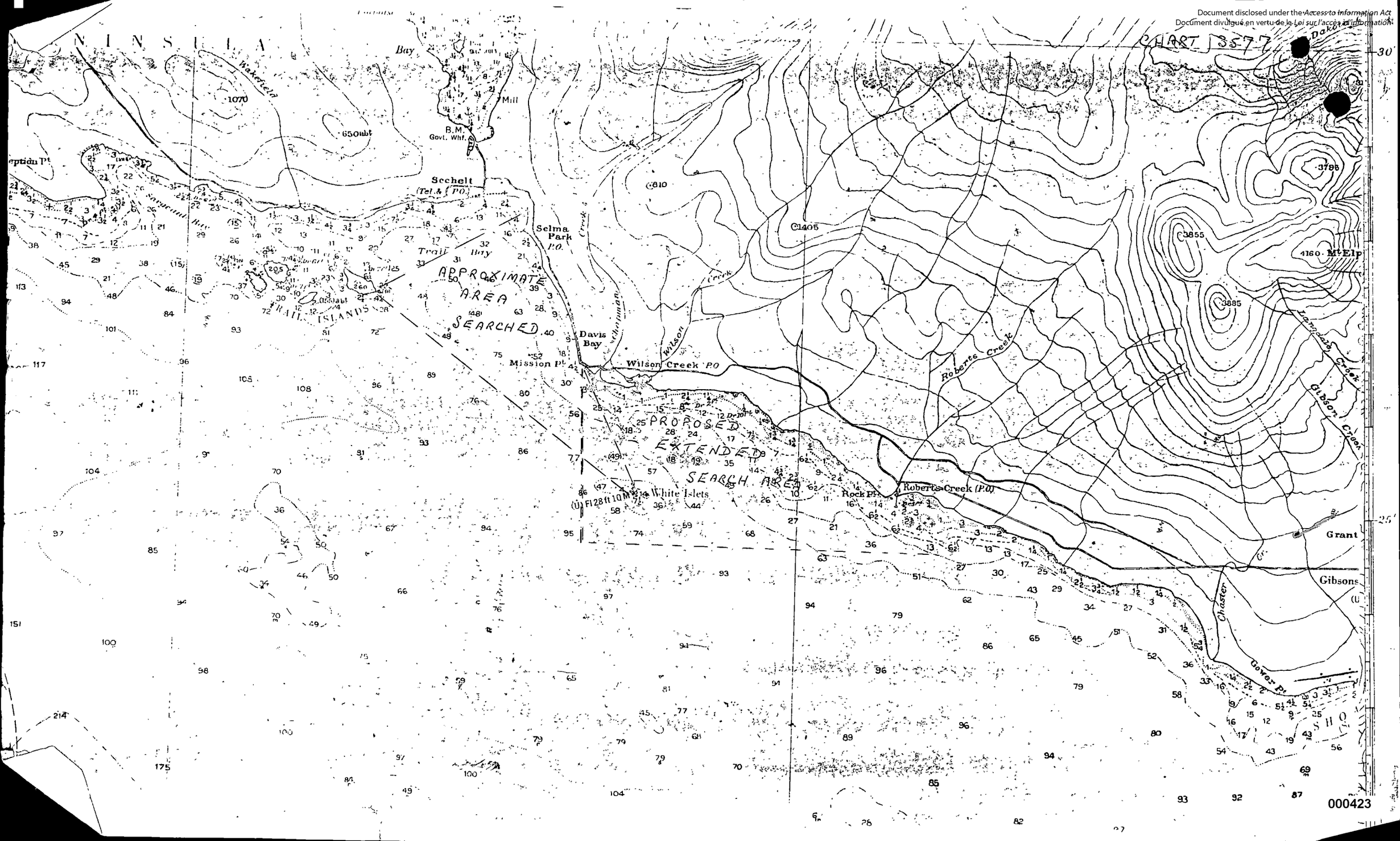
C. E. Burrill.

C. E. Burrill,
Superintendent, Nautical Services

CEB:vm

Encl:

cc: Divisional Supervisor, S. S. I.



1 May 68

Note for File:

1. Cheque to Canadian Diving Services Ltd., in the amount of $25,280.25 mailed on April 25, 1968.

2. Phoned Burrill in Vancouver to-day, who informed me that he was meeting with Canadian Diving Services this afternoon and that he would then submit his final report on their search for the "GULFMASTER".

3. When this report is received their letter of April 11, (hereunder) should be acknowledged and the file made available to Ken Parks who is to prepare a Press Release.

W.~~A.W.~~ Catinus

9704-686

Canadian Merchant Service Guild

A NATIONAL ASSOCIATION OF
MASTERS - MATES - PILOTS - ENGINEERS AND OTHER MARINE OFFICERS

La Guilde de la Marine Marchande du Canada

ASSOCIATION NATIONALE DES CAPITAINES - OFFICIERS BREVETES ET PILOTES

1887 | 1967 CANADA

1917 - 1967

AFFILIATED WITH
CANADIAN LABOUR CONGRESS — THE OFFICERS (MERCHANT NAVY) FEDERATION — INTERNATIONAL TRANSPORT WORKERS FEDERATION

EASTERN OFFICE
3235 GRANBY AVENUE
MONTREAL, P.Q.
TELEPHONE 254-4571
TELEX 012-140

MARITIME OFFICE
PORT BORDEN, P.E.I.
BORDEN 256

HEAD OFFICE
904 LADY ELLEN PLACE
OTTAWA 3, ONTARIO
TELEPHONE 729-3146
TELEX 013-243

VANCOUVER ISLAND OFFICE
4308 SAVOY PLACE
VICTORIA, B.C.
TELEPHONE 479-6193

WESTERN OFFICE
230 WEST BROADWAY
VANCOUVER 10, B.C.
TELEPHONE 872-7811
TELEX 04-50305

Vancouver 10, B. C.,
April 18, 1968.

Mr. H. O. Buchanan,
Chairman,
Board of Steamship Inspection,
Marine Regulations Branch,
Department of Transport,
Ottawa, Ontario.

Dear Sir:-

Would you advise me as to whether the Department considers the search for the "GULF MASTER" closed or is a further search being contemplated.

I would also like to know if the Department has reached any conclusion as to the cause of the sinking of the M.V. "TEDDY" which sank on Lake Winnipeg on June 21, 1967.

At our meeting at Vancouver early in August 1967 where we discussed my letter of July 31, 1967 to you and again in a letter from Mr. Paul Hellyer dated November 24, 1967, I was informed that the Marine Regulations Branch would be circulating proposed changes to the Canada Shipping Act related to recommendations contained in our Brief on Towboat Sinkings.

I am sure you will understand my deep concern in these important matters .

An early reply with reference to these subjects will be most appreciated.

Yours very truly,

Capt. Griff S. Morris,
Chairman,
Investigations Committee,
CANADIAN MERCHANT SERVICE GUILD.

GSM*AG

RECEIVED
APR 23 1968
Chairman, Board of Steamship Inspection

400

9704-669

CAN DIVE

CANADIAN DIVING SERVICES LTD.
866 EAST CORDOVA STREET
VANCOUVER, B.C., CANADA

P.O. BOX 4488
SANTA BARBARA
CALIFORNIA, U.S.A.

(1) MRAW
Capt. Carinus, would you discuss this with me please.
18/4

April 11, 1968

01322

Mr. J. A. G. St. Laurent
Chief, Purchases & Contracts
Department of Transport
Ottawa, Ontario

SUBJECT: Contract to locate the sunken tugboat "Gulfmaster."

Reference No. 9704-669

Dear Sir:

We hereby submit a report covering the investigation conducted by our company on behalf of the Department of Transport into the sinking of the "Gulfmaster."

We trust you will find our presentation to your satisfaction and look forward to serving you again.

Account removed (1967-68) for payment action
JAJ FMA
25/4/68

Yours very truly,

CAN-DIVE SERVICES LTD.

Phil Nuytten

Phil Nuytten, Manager

$25,280.26

PN:ls

Enc.

PHONE: A.C. 604 - 255-5323
VANCOUVER, CANADA
A.C. 805 - 963-2688
SANTA BARBARA, U.S.A.

CAN DIVE

CANADIAN DIVING SERVICES LTD.
866 EAST CORDOVA STREET
VANCOUVER, B.C., CANADA

P.O. BOX 4488
SANTA BARBARA
CALIFORNIA, U.S.A.

REPORT

on

SEARCH FOR SUNKEN TUG GULFMASTER CONDUCTED FEBRUARY - MARCH 1968

by

P.R. NUYTTEN

April 11th 1968

PHONE: A.C. 604 - 255-5323
VANCOUVER, CANADA
A.C. 805 - 963-2688
SANTA BARBARA, U.S.A.

APPENDICES

I Triangulation of Control Stations Dwgs. 101-05

II General arrangement of rigging used to tow Sensor

III Graph showing distance from Sensor versus Magnetic Field Intensity

IV Magnetic Tensity variation for spot readings

V Search pattern determination for spot readings

VI Bottom contours of search area with overlay showing Magnetic Field Intensity

VII Bottom contours of White Islets search area with overlay showing Magnetic Field Intensity

VIII Tidal drift patterns

IX Semi Quantitative Spectrographic Analysis of Ferro-Magnetic Ore

CONTENTS

INTRODUCTION

The purpose of this report is to outline methods and procedures used in conjunction with an attempt to locate the tugboat "Gulfmaster" which sank January 11, 1967, off Sechelt, B.C.

The area chosen by the D.O.T. as being most likely to contain the wreck was an area in the shape of a rough triangle bounded by Mission Point, Trail Islands and White Islets.

Operations commenced on February 15, 1968, with a survey party dispatched to the site to set up shore control stations. (See Appendix I)

SEARCH EQUIPMENT & METHODS

Proton Magnetometer

A device which registers the intensity of the earth's magnetic field in "gammas." Concentrated ferrous masses will produce an abrupt change depending on the size of the mass - this change is known as an "anomaly."

In a magnetometer search for an underwater object, the searcher is primarily concerned with 2 questions; at a known distance and a given mass, what size anomaly or "magnetic disturbance" may be expected and what method may be employed to guarantee that this required distance is not exceeded. Appendix II & III show distance and gamma change graph, while Appendix IV & V show an overlap, vertical drop pattern.

The more usual method of towing the magnetometer sensor was employed in all areas except White Islets. Towing the magnetometer sensor was discarded, in this area, in favour of the vertical drop method as concentrated ferrous masses of ore were suspected. Subsequent laboratory analysis of rock samples, from this area, bore out this suspicion. This condition necessitated extensive and labourious work around White Islets to differentiate between submarine pinnacles with high ferrous content and a possible target.

Bottom Profiling Sonar

Sonar was used to profile the bottom contours allowing a plotting of magnetic gradient and bottom profile on the same chart. It will be noted on the enclosed overlays that the magnetic field of the search area agrees inversely with the bottom contours. (See DWGS. # D 101-01 & D 101-02) With the magnetometer sensor being towed at a constant depth, a change in bottom contours may be expected to give a magnetic change also, as the distance to any geological mass is increased or decreased. An abrupt gamma change without a corresponding depth change is a sufficient reason to investigate the spot visually, either by diver or underwater television.

Underwater Television

A close-circuit television unit, with the camera in an underwater housing was employed to investigate those suspected target areas too deep to be inspected by a diver. The unit was used infrequently as almost all of the possible target areas occured in the shallow water (150') around White Islets. Procedure was to determine possible target areas by plotting bottom profile and gamma recorder charts. Shore control stations and constant time-position checks allowed pin-point return to any suspected area. The T.V. was then lowered to investigate.

OBSERVATIONS

Drift Studies

Drift studies were conducted in the area of White Islets. (See #B 101-06) These studies revealed the existance of a "Back Eddy" which cause the normal direction of the tidal current to be reversed. These findings, in conjunction with positions of debris and oil slicks etc., along with the last positive sighting of the "Gulfmaster", allowed the most likely areas within the search pattern to be thoroughly investigated.

Geological Disturbances

A massive geological dyke of iron bearing mineral was observed to traverse White Islets on a northwest - southeast bearing. From this main dyke, several smaller intrusions were observed to lead off in many directions. On analysis, this dyke material was found to be highly ferrous. (See Appendix IX) This high concentration of iron in a dyke formation is responsible for the area of high magnetic field intensity on the west side of White Islets. (See Dwgs. #101-03.)

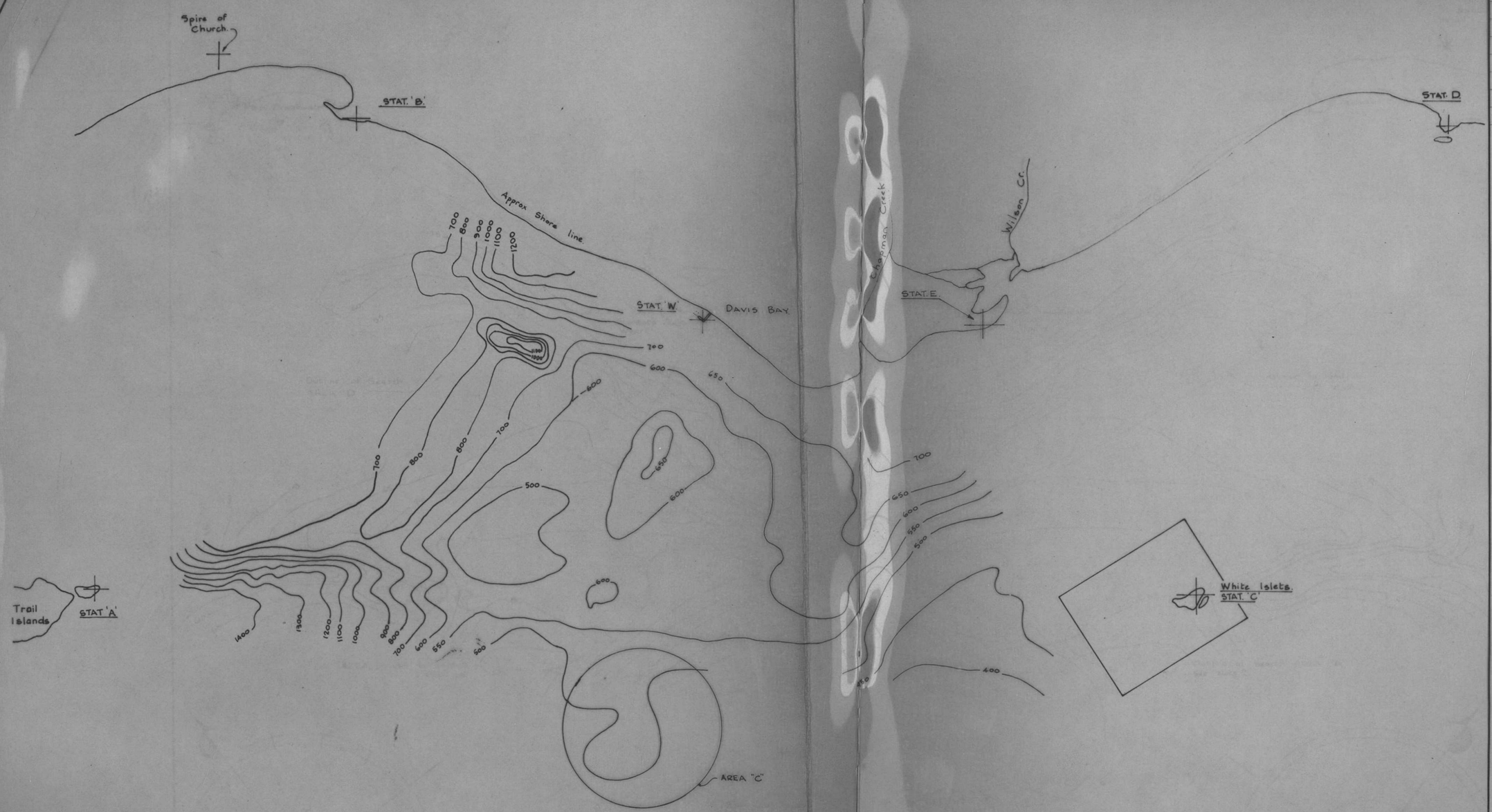
CONCLUSION

In conclusion, the reader will note that all the enclosed information gives as concise an over-all picture of the search area as is possible with the techniques and equipment employed. Bad weather and extensive high-ferrous geology combined to extend the search period longer than had been estimated, however the D.O.T.'s extension of time allowed the area to be thoroughly searched.

It is our belief that the wreck of the tug, "Gulf-master" is not in the area searched.

While the area designated to be searched is a likely one, it is by no means the only possible one.

We would be glad to indicate our recommendations and reasons for an extension of the search area, upon request.



NOTES

1. ALL MAGNETIC LINES OF FORCE MEASURED ON A BASE LINE OF 57,000 GAMMAS, WITH THE SENSOR UNIT AT APPROX 50 FATHOMS FROM THE SURFACE UNLESS OTHERWISE NOTED.
2. AREA 'C', SENSOR UNIT APPROX 65 FATHOMS FROM SURFACE.

REFERENCE DRAWINGS

REV	DATE	REVISION	DR	CH	APP

TRITON ENGINEERING AND CONSTRUCTION LTD.
VANCOUVER 4, B.C.

CANADIAN DIVING SERVICES LTD.

Gulf Master Search.

AREAS "B" - "C" & "D"
MAGNETIC LINES OF FORCE.

CERTIFIED FOR CONSTRUCTION
T.E.C. PROJ. ENG.

SCALE AS NOTED.

CODE No.			DAY	MO	YR
	DSN	J. Birch	8	4	68
	DR				
	CH				
	APP		3	4	68

T.E.C. DRAWING No. D 101-01

CLIENT DWG. No.

NOTES.

1. ALL MAGNETIC LINES OF FORCE MEASURED ON A BASE LINE OF 57,000 GAMMAS.
2. ——— SOLID CONTOUR FROM SENSOR UNIT AT APPROX 5-10 FATHOMS FROM THE SURFACE.
3. — — — — — DASHED CONTOUR FROM SENSOR ON BOTTOM OF SEA BED. (MADE FROM SPOT READINGS.).
4. SURVEY VESSELS INFLUENCE.

REFERENCE DRAWINGS

REV	DATE	REVISION	DR	CH	APP

TRITON ENGINEERING AND CONSTRUCTION LTD.
VANCOUVER 4, B.C.

CANADIAN DIVING SERVICES LTD

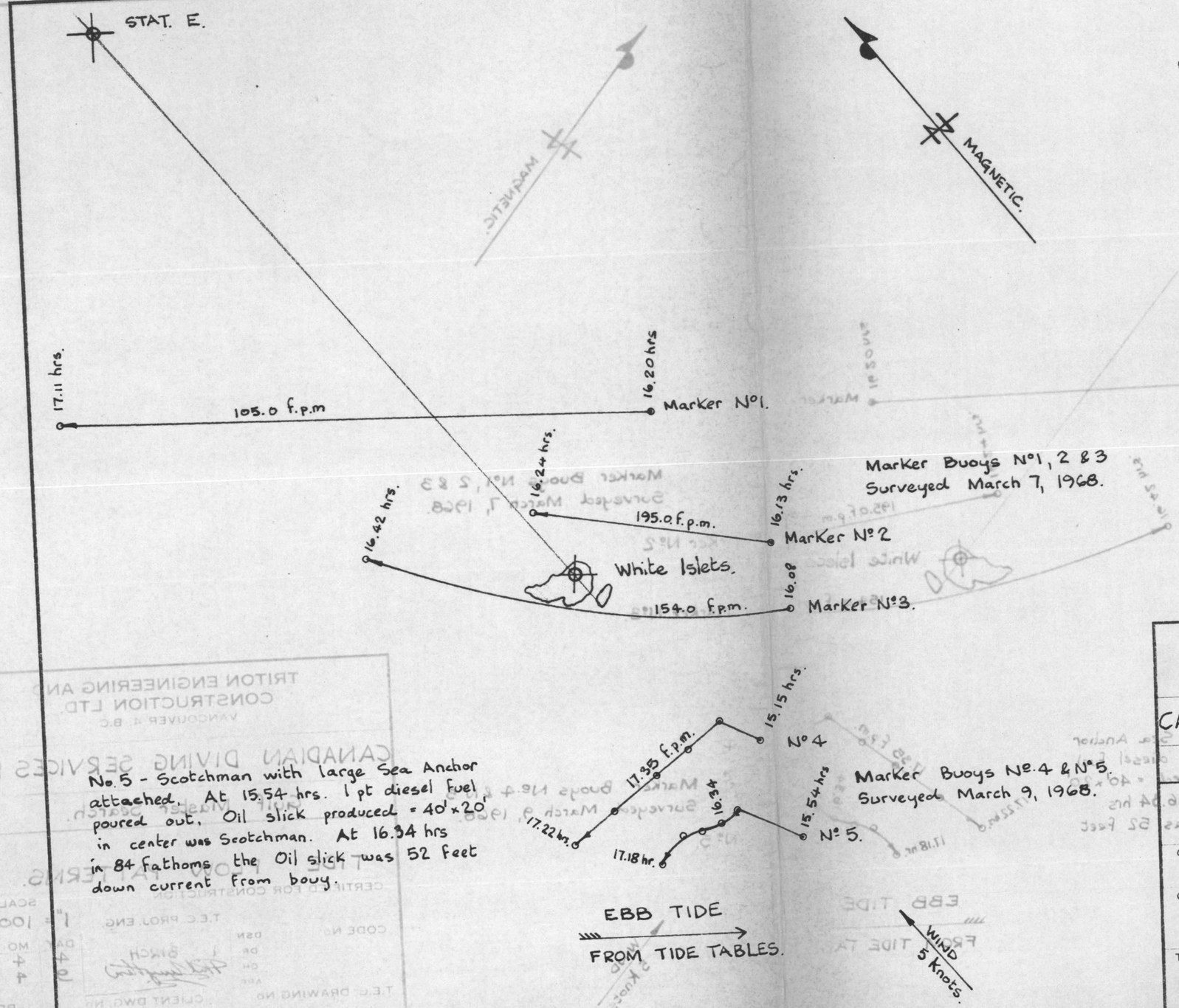
Gulf Master Search.

AREA "A" - WHITE ISLETS.
MAGNETIC LINES OF FORCE

CERTIFIED FOR CONSTRUCTION
T.E.C. PROJ. ENG.

CODE NO.
DSN
DR BIRCH 27 3 68

000436



No. 5 - Scotchman with large Sea Anchor attached. At 15.54 hrs. 1 pt diesel fuel poured out, Oil slick produced = 40' x 20' in center was Scotchman. At 16.34 hrs in 84 fathoms the Oil slick was 52 feet down current from buoy.

TRITON ENGINEERING AND CONSTRUCTION LTD.
VANCOUVER 4, B.C.

CANADIAN DIVING SERVICES LTD.

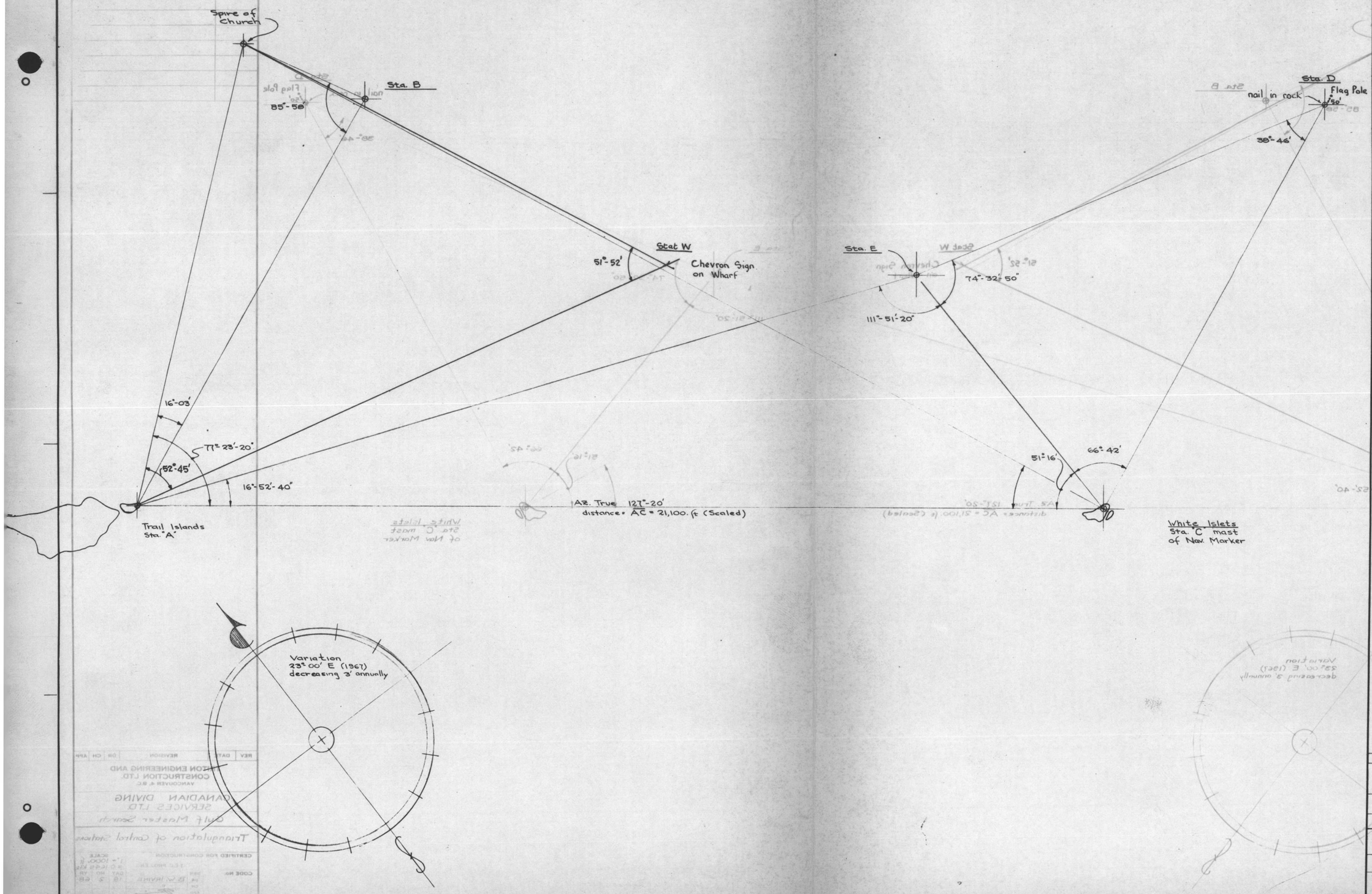
Gulf Master Search.

TIDE FLOW PATTERNS.

CERTIFIED FOR CONSTRUCTION		T.E.C. PROJ. ENG.	SCALE 1" = 1000'		
			DAY	MO	YR
CODE No.	DSN		4	4	68
	DR	I. BIRCH	9	4	68
	CH				
	APP				

T.E.C. DRAWING No.	CLIENT DWG. No.	REV
B 101-06		

000437



REFERENCE DRAWINGS

REV	DATE	REVISION	DR	CH	APP

TRITON ENGINEERING AND CONSTRUCTION LTD.
VANCOUVER 4, B.C.

CANADIAN DIVING SERVICES LTD.

Gulf Master Search

Triangulation of Control Stations

CERTIFIED FOR CONSTRUCTION

T.E.C. PROJ. ENG.

SCALE 1" = 1000. ft
≅ 0.1645 Kts

CODE No.

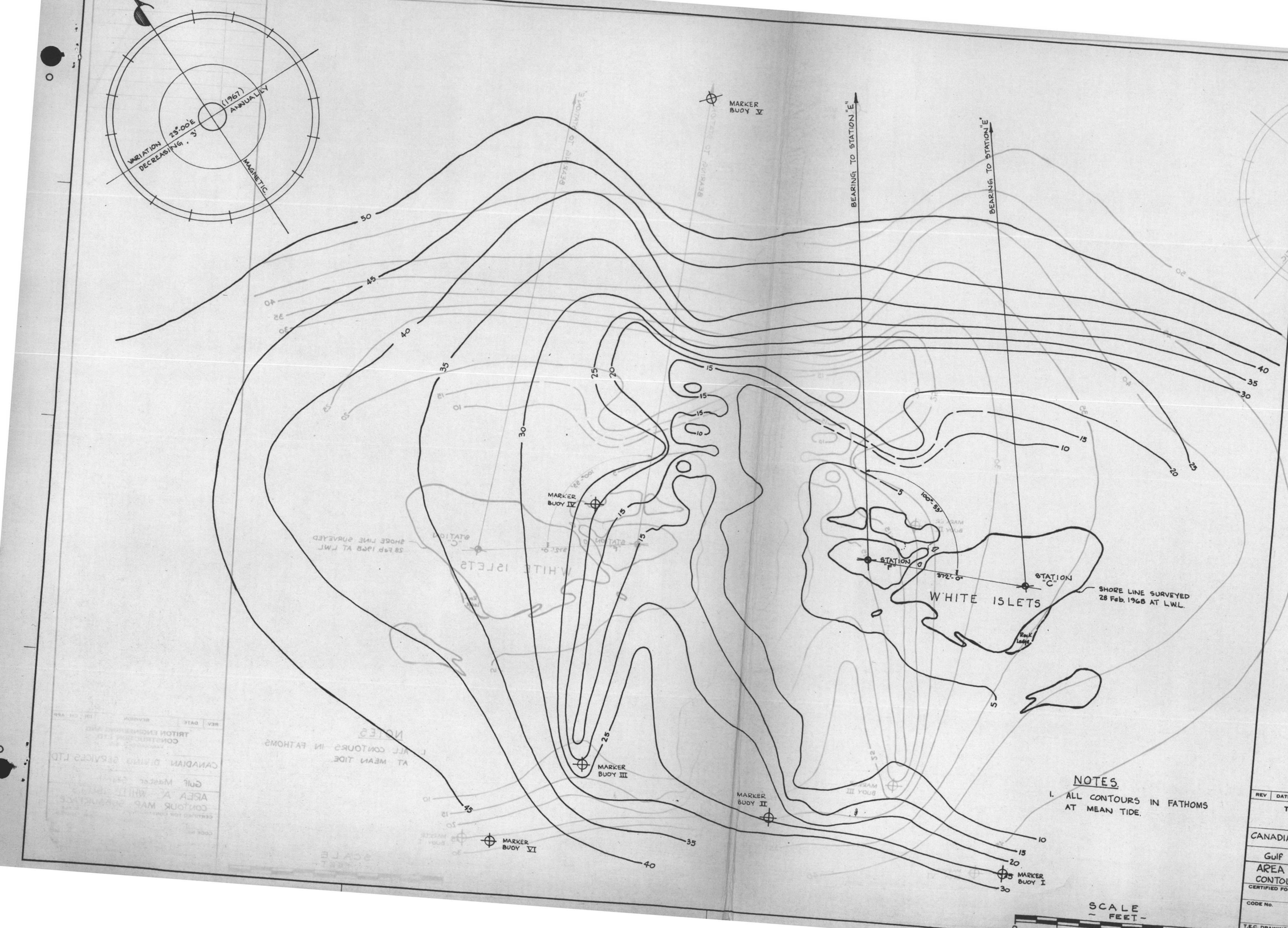
		DAY	MO	YR
DSN				
DR	B.W. IRVINE	18	2	68
CH	"			
APP	"			

T.E.C. DRAWING No. D 101-05

CLIENT DWG. No.

REV

000438



NOTES.

1. ALL CONTOURS IN FATHOMS AT MEAN TIDE.

REFERENCE DRAWINGS

REV	DATE	REVISION	DR	CH	APP

TRITON ENGINEERING AND CONSTRUCTION LTD.
VANCOUVER 4, B.C.

CANADIAN DIVING SERVICES LTD

Gulf Master Search

AREA "A" - WHITE ISLETS
CONTOUR MAP - SUBSURFACE.

CERTIFIED FOR CONSTRUCTION

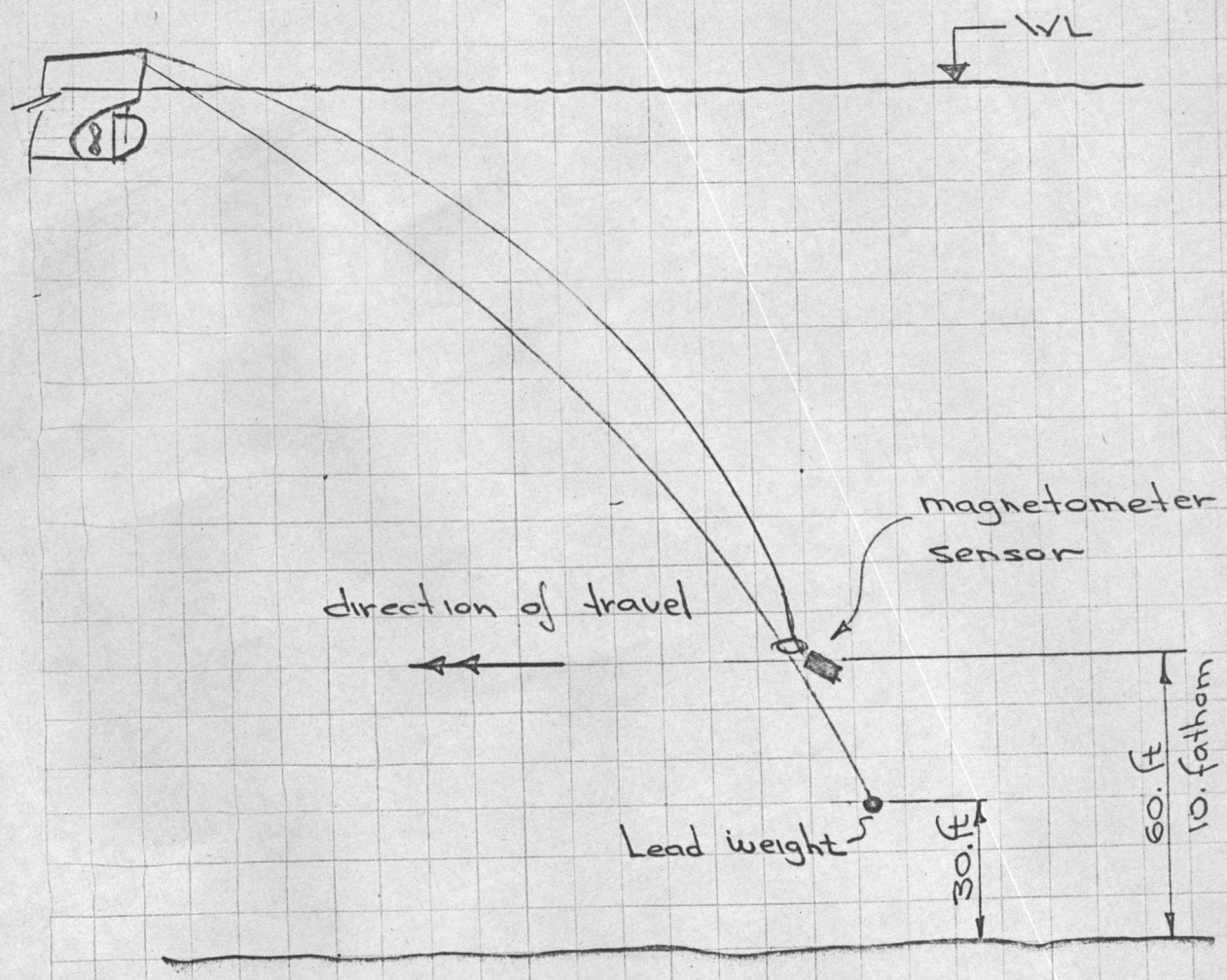
CODE NO.	DSN	T.E.C. PROJ. ENG.	DAY	MO	YR	SCALE
	DR	L. BIRCH	26	3	68	AS NOTED.
	CH					
	APP					

T.E.C. DRAWING

CAN-DIVE
CANADIAN DIVING SERVICES LTD.
866 EAST CORDOVA STREET, VANCOUVER, B.C.

PROJECT Gulf Master Search
SUBJECT
REFERENCE DUG.
DATE March 68 BY: BWI

Appendix II

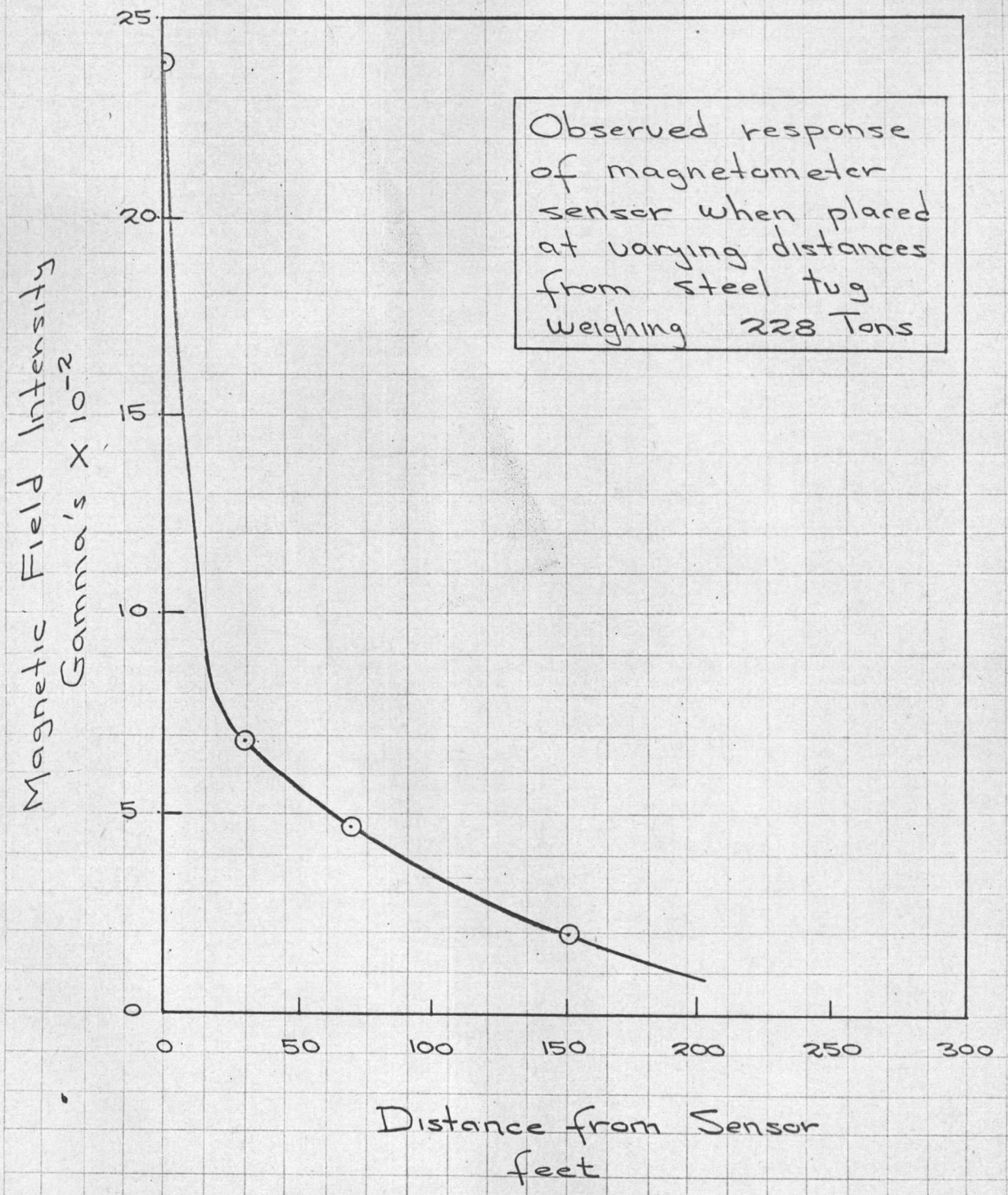


General arrangement of rigging used to tow sensor.

CAN-DIVE
CANADIAN DIVING SERVICES LTD.
866 EAST CORDOVA STREET, VANCOUVER, B.C.

PROJECT Gulf Master Searc
SUBJECT
REFERENCE DUG.
DATE March 68 BY: BWI

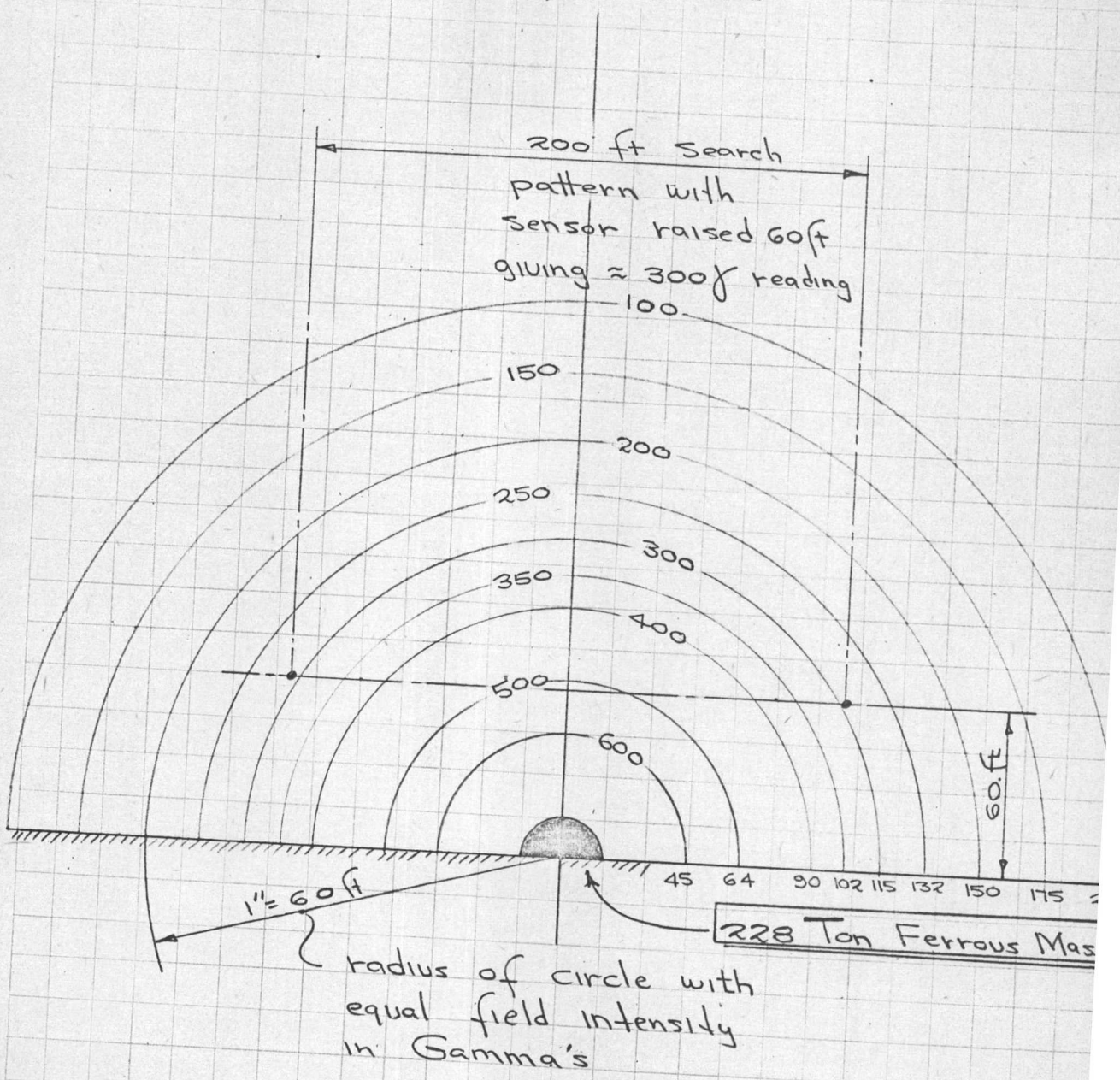
Appendix III



CAN-DIVE
CANADIAN DIVING SERVICES LTD.
866 EAST CORDOVA STREET, VANCOUVER, B.C.

PROJECT Gulf Master Searc
SUBJECT
REFERENCE DUG.
DATE March 68 BY: BWJ

Appendix IV

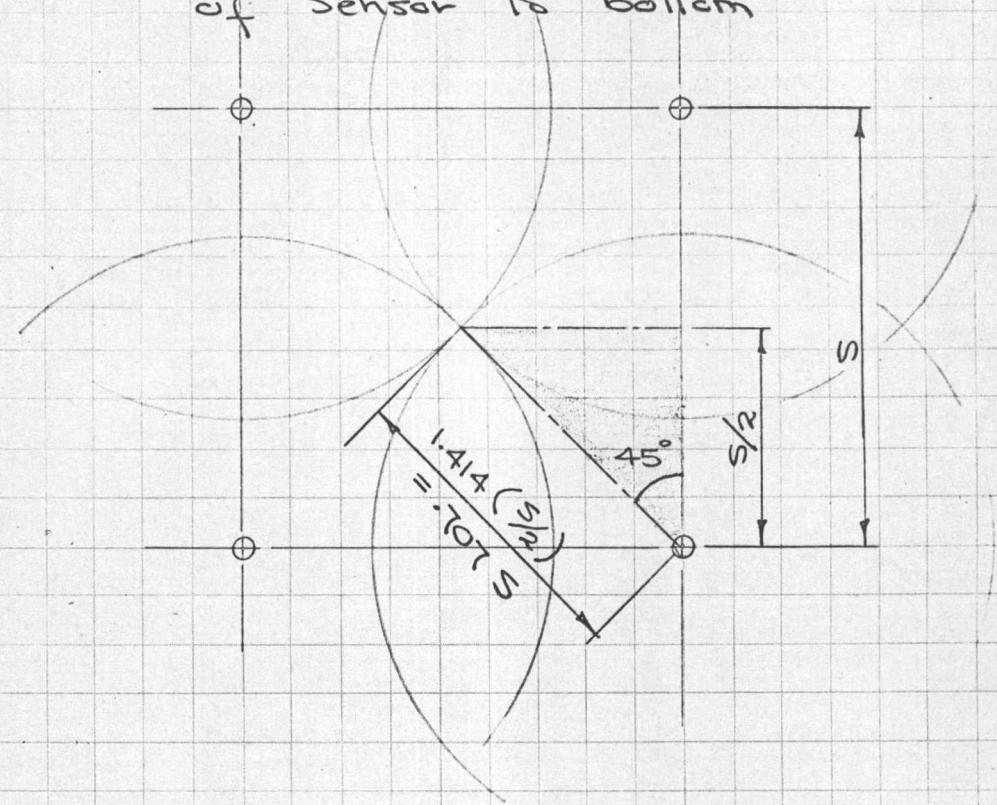


CAN-DIVE
CANADIAN DIVING SERVICES LTD.
866 EAST CORDOVA STREET, VANCOUVER, B.C.

Appendix V

PROJECT Gulf Master Search
SUBJECT
REFERENCE DUG.
DATE March 68 BY: BWI

Search Pattern Values
for vertical lowering
of Sensor to bottom



for 300 γ reading R = 115 ft ; see Graph I

∴ 0.707 S = 115 ft ; S = 162.8 ft

or given S = 150 ft

.707 S = 106.

∴ max γ reading for R = 106 ft ;

max γ = 340 γ

ACCTLC
Member Canadian Testing Associates

PHONE: [illegible]NITY 6-4111
CABLE ADDRESS "ELDRICO"

FILE No. S.3-C.1-68-39771

DATE April 1, 1968

TO:

Canadian Diving Services Ltd.,

866 E. Cordova Street,

Vancouver, B. C.

Attention: Mr. Allan Black

SEMI QUANTITATIVE SPECTROGRAPHIC ANALYSES

COAST ELDRIDGE

ENGINEERS & CHEMISTS LTD.

125 EAST 4TH AVE. VANCOUVER 10. CANADA

We Hereby Certify that the following are the results of semi quantitative spectrographic analyses made on Ore *samples submitted.*

SAMPLE IDENTIFICATION	Al	Sb	As	Ba	Be	Bi	B	Cd	Ca	Cr	Co	Cu	Ga	Au	Fe
	8.0	ND	ND	0.1	ND	ND	0.001	ND	5.0	0.01	0.003	0.005	ND	Trace	Major

SAMPLE IDENTIFICATION	Pb	Mg	Mn	Mo	Nb	Ni	Si	Ag	Sr	Ta	Sn	Ti	W	V	Zn
	0.001	5.0	0.3	0.003	ND	0.007	Matrix	Trace	0.1	ND	ND	0.5	ND	0.03	0.01

All results are expressed as percent by weight. TRACE = Detected but below normal spectrographic range.

Note: Rejects retained one week. MATRIX = Major Constituent.
Pulps retained three months. MAJOR = Above normal spectrographic range.
N.D. = Not Detected.

COAST ELDRIDGE ENGINEERS & CHEMISTS LTD.

Alex Wong
CHIEF CHEMIST

C-95 /cr

Appendix IX

MEMORANDUM

CLASSIFICATION

TO
A

Captain W.A.M. Catinus
MINW (1)
Treasury (2)

27/3/68

YOUR FILE No.
Votre dossier

OUR FILE No.
Notre dossier

9704-669

FROM
De

Counsel

DATE

March 22, 1968

FOLD

SUBJECT
Sujet

Contract: D.O.T. No. 81479

Herewith, for your purposes, are copies of a Contract, D.O.T. No. 81479 entered into with Canadian Diving Services Ltd. concerning the tug "Gulf Master" lost on January 11, 1967, in the vicinity of White Islets, Strait of Georgia, British Columbia. A copy of this contract is enclosed for Treasury.

V. Vick

V. Vick
Law Branch

1 copy returned at MRNW
25/3/68

MAR 28 '68
P & C. (CONTRACTS)
RECEIVED
DEPT. OF TRANSPORT
OTTAWA

CGSB—6GP22a PP&S Cat. No. 3591

81479

No. 81479

DEPARTMENT OF TRANSPORT

CONTRACT

BETWEEN

HER MAJESTY THE QUEEN

-and-

CANADIAN DIVING SERVICES LTD.

~~Date of Authority: P.C. 1964-1267, Sept. 23, 1964.~~

Date of Contract: March 11/68.

Public Work Concerned: Marine Services.

Description: Undertake a survey and investigation for the purpose of searching, locating, verifying, marking and inspecting the tug "Gulf Master" lost on Jan. 11/67, in the vicinity of White Islets, Strait of Georgia, B.C.

9704-669

DEPARTMENTAL REFERENCE
FILE NO.

MEMORANDA

04-0006 (504A)

THIS INDENTURE made this 11th day of March, One thousand nine hundred and sixty-eight:

B E T W E E N:

HER MAJESTY THE QUEEN in Right of Canda, hereinafter referred to as "Her Majesty", represented herein by the Minister of Transport, hereinafter referred to as "the Minister",

Of the First Part:

- and -

CANADIAN DIVING SERVICES LTD., 866 East Cordova Street, Vancouver, in the Province of British Columbia, hereinafter called "the Contractor",

Of the Second Part.

WHEREAS Her Majesty proposes to retain the Contractor to undertake a survey and investigation for the purpose of locating the tug "GULF MASTER" which sank on January 11, 1967 in the vicinity of White Islets, Strait of Georgia, Province of British Columbia, and the Contractor has undertaken and agreed to make such survey and investigation for the consideration and upon and subject to the terms and conditions hereinafter set out and contained.

NOW THEREFORE THIS INDENTURE WITNESSETH that the said parties hereto hereby covenant, promise and agree, each with the other, as follows: -

1. In this contract the following words shall, unless the context require a different meaning, have the following meanings, respectively, that is to say: -

"Contractor", or other words relative thereto, or of like import, shall mean and include, the party of the

W.R.

...

second part as above designated, or described, and its curators or successors, or assigns (duly consented to under this contract).

"Her Majesty", or other words relative thereto, or of like import, shall mean and include the reigning Sovereign or the Successors or Assigns of the Sovereign.

"Minister" shall mean the person holding the position, or acting in the capacity of the Minister of Transport, for the time being, and shall include the person holding the position, or acting in the capacity of the Deputy Minister of Transport, for the time being.

"Director" shall mean the person holding the position, or acting in the capacity of the Director of Marine Regulations of the Department of Transport, acting either directly or through the Regional Superintendent, Nautical Services of the Department of Transport, at Vancouver, British Columbia.

"Departmental Representative" shall mean the person holding the position or acting in the capacity of the Regional Superintendent, Nautical Services of the Department of Transport, at Vancouver, British Columbia, or his authorized representative.

2. That the Contractor shall perform all the services (hereinafter referred to as "the said services") required to be performed in connection with a survey and investigation on behalf of Her Majesty for the purpose of searching, locating, verifying, marking and inspecting the tug "GULF MASTER" which sank on January 11, 1967 in the vicinity of White Islets, Strait of Georgia, Province of British Columbia, and the said services shall be performed in accordance with this contract and the Specifications annexed hereto marked "A", which specifications are hereby declared to be part of this contract.

...

3. That all reports prepared by the Contractor respecting the performance of the said services shall be forwarded to the Departmental Representative and shall be the property of Her Majesty. The Contractor shall prepare and furnish to the Director all information required by the Departmental Representative, pursuant to the said reports.

4. That the Director shall furnish to the Contractor such information as the latter may reasonably require for purposes in connection with the performance of the said services.

5. That the Contractor shall not make any assignment of this Contract.

6. That the Contractor shall provide all necessary engineers, assistants, and employees, including ships crews necessary to perform the said services to the satisfaction of the Minister.

7. That the Contractor shall exercise its best endeavours and that of the engineering and other staff of the Contractor to the end that the said services shall be completed within the shortest practicable time and in all respects in the manner required by Her Majesty.

8. That for and in consideration of the premises and of the observance and performance on the part of the Contractor of all the covenants, provisoes and conditions in this contract contained, Her Majesty will pay to the Contractor for and in respect of the said services, upon completion thereof and in full compensation therefor the prices or sums computed as follows:

(i) The sum of One thousand dollars ($1,000.00) for mobilizing the vessels and equipment of the Contractor required for the performance of the said services, from Vancouver to the site of the work at the beginning of the said services and for return to Vancouver at the completion of the said services, as established to the satisfaction of the Director.

(ii) The sum of One hundred and twenty dollars ($120.00) per day for each day during which the search vessel of the Contractor is actually engaged for purposes in connection with the performance of the said services, as established to the satisfaction of the Director.

(iii) The sum of Seventy dollars ($70.00) per day for each day during which the search vessel of the Contractor is standing-by at the site of the said work, as established to the satisfaction of the Director.

(iv) The sum of Three hundred and fifty dollars ($350.00) per day for each of the first seven days during which a Magnetometer is employed by the Contractor for purposes in connection with the performance of the said services, as established to the satisfaction of the Director.

(v) The sum of Three hundred and fifteen dollars ($315.00) per day for each of the eighth to the fourteenth day, inclusive, during which a Magnetometer is employed by the Contractor for purposes in connection with the performance of the said services, as established to the satisfaction of the Director.

(vi) The sum of Two hundred and seventy-five dollars ($275.00) per day for each of the fifteenth to twenty-first day, inclusive, during which a Magnetometer is employed by the Contractor for purposes in connection with the performance of the said services, as established to the satisfaction of the Director.

(vii) The sum of Two hundred and sixty dollars ($260.00) per day for each day after the twenty-first day during which a Magnetometer is employed by the Contractor for purposes in connection with the performance of the said services, as established to the satisfaction of the Director.

(viii) The sum of Forty Dollars ($40.00) per day for each of the first seven days during which two (2) Tellurometers are employed by the Contractor for purposes in connection with the performance of the said services, as established to the satisfaction of the Director.

(ix) The sum of Thirty-six dollars ($36.00) per day for each of the eighth to the fourteenth day, inclusive, during which the two (2) Tellurometers are employed by the Contractor for purposes in connection with the performance of the said services, as established to the satisfaction of the Director.

...

(x) The sum of Thirty-two dollars ($32.00) per day for each of the fifteenth to twenty-first day, inclusive, during which the two (2) Tellurometers are employed by the Contractor for purposes in connection with the performance of the said services, as established to the satisfaction of the Director.

(xi) The sum of Thirty dollars ($30.00) per day for each day after the twenty-first day during which the two (2) Tellurometers are employed by the Contractor for purposes in connection with the performance of the said services, as established to the satisfaction of the Director.

(xii) The sum of Eighteen dollars ($18.00) per week for each week during which a Transit is used by the Contractor for purposes in connection with the performance of the said services, as established to the satisfaction of the Director; PROVIDED, however, that if in any week the Transit is used not more than four days, the sum payable to the Contractor for such use shall be calculated at the rate of Four dollars ($4.00) foreach day during which the Transit is so used, as established to the satisfaction of the Director.

(xiii) The sum of Two hundred dollars ($200.00) per day for each day during which an Underwater Television Unit with associated equipment is used for purposes in connection with the performance of the said services, all as established to the satisfaction of the Director.

(xiv) The sum of One hundred dollars ($100.00) per day for each day during which the Underwater Television Unit with associated equipment is standing-by at the site of the said work, as established to the satisfaction of the Director.

(xv) The sum of Twenty-seven dollars and fifty cents ($27.50) per day for each day during which the Rigging, Ropes, Buoys and Anchors of the Contractor are used for purposes in connection with the performance of the said services, all as established to the satisfaction of the Director.

(xvi) The sum of Two hundred and twenty-five dollars ($225.00) per day for the six man crew of the search vessel of the Contractor for each day during which the said crew is "on site" actually engaged or standing-by for purposes in connection with the performance of the said services, and for each day during which the said crew is engaged in travelling from Vancouver to the site at the beginning of the said services and return to Vancouver at the completion of the said services, all as established to the satisfaction of the Director.

(xvii) The sum of Sixty Dollars ($60.00) per day for board and lodging of the said crew for each day during which the said crew is "on site" for purposes in connection with the performance of the said services and for each day during which the said crew is actually engaged in travelling from Vancouver to the site at the beginning of the said services and in returning to Vancouver at the completion of the said services, all as established to the satisfaction of the Director.

(xviii) For the use of the Bathysphere of the Contractor at the request, in writing, of the Director for purposes in connection with the performance of the said services, the sum of Four hundred dollars ($400.00) per day for each day that the Bathysphere is so used or the total sum of Two thousand dollars ($2,000.00) for each occasion that the use of the Bathysphere is so requested by the Director, WHICHEVER IS THE LARGER AMOUNT, all as established to the satisfaction of the Director.

TOGETHER with the actual and reasonable costs of mobilizing the said Bathysphere, support scow and crane from Vancouver to the site of the work and return to Vancouver, on each occasion that the use of the Bathysphere is so requested by the Director, plus 10% of such costs, all as established to the satisfaction of the Director.

(xix) The actual and reasonable costs to the Contractor of providing an operator for the said Bathysphere, such costs comprising salary, transportation expenses of the said operator from Vancouver to the site of the work and return to Vancouver, and board and lodging of the said operator at the site of the work, together with 10% of such costs, all as established to the satisfaction of the Director.

(xx) The sum of Four hundred dollars ($400.00) for contingencies incurred by the Contractor, as established to the satisfaction of the Director,

payment under this clause to be made, from time to time, upon receipt of accounts therefor, accompanied by copies of payrolls, vouchers and invoices and such other information as the Director may require, and the written certificate of the Director certifying that the accounts are true and exact and that the Contractor has performed the services covered by the accounts and has complied with the terms of this contract shall be a condition precedent to the right of the Contractor to receive any payment from Her Majesty under this clause.

9. That the Contractor shall comply with and be subject to all the terms, stipulations and conditions contained in the labour conditions hereunto annexed and the said labour conditions shall be read with and shall form part of this contract.

10. That the Contractor shall not have nor make any claim or demand against Her Majesty for detriment, damage, injury, death or loss of any nature whatsoever or howsoever caused to any employee of the Contractor to the vessel, equipment, supplies, materials, effects or things at any time provided by the Contractor for purposes in connection with the performance of the said services, unless such damage or injury is due to the negligence of any officer or servant of Her Majesty while acting within the scope of his duties or employment.

11. That the Contractor shall and the Contractor hereby covenants to indemnify and save harmless Her Majesty from and against all manner of actions, causes of action, claims, demands, loss, costs, expenses, damages, liability, awards and proceedings of every kind and nature whatsoever by whomsoever made and brought which Her Majesty shall become liable to pay and arising out of the operations of the Contractor hereunder.

12. That it is expressly understood and agreed that notwithstanding anything contained herein, Her Majesty may terminate this Contract at any time by a notice in writing signed by or on behalf of the Minister and mailed addressed to the last known place of business of the Contractor, at any of Her Majesty's Post Offices, and thereupon after the mailing of such notice this Contract shall be determined and ended, in which event the Contractor shall have no claim against Her Majesty under this Contract, except to be paid a fair and reasonable amount as determined by the Minister whose decision shall be final in respect of the said services performed up to the time such notice is given, all in accordance with and pursuant to this Contract, less any sums theretofore paid on account thereof, all as may be evidenced

by the Certificate of the Director, which certificate shall be a condition precedent to the right of the Contractor to any payment under this clause.

13. That pursuant to the provisions of the statutes in such case made and provided no member of the House of Commons and Senate of Canada shall be admitted to any share or part of this Contract or to any benefit to arise therefrom.

14. That it is understood and agreed by and between the parties hereto that nothing herein contained shall obligate Her Majesty to pay to the Contractor any sum or sums under this Contract, unless and until the necessary funds have been voted by Parliament in that behalf.

IN WITNESS WHEREOF the parties hereto have executed these Presents the day and year first above written.

SIGNED, SEALED AND DELIVERED by Her Majesty in the presence of -

W. Whitmarsh

for Minister of Transport.

SIGNED, SEALED AND DELIVERED by the Contractor in the presence of -

Allan Black

SPECIFICATION

General Description of the Work

To undertake a survey and investigation on behalf of the Department of Transport for the purpose of searching, locating, verifying, marking and inspecting the tug "Gulf Master" lost on January 11th, 1967, in the vicinity of White Islets, Strait of Georgia, B.C.

Description of Tug "Gulf Master"

Registered Dimensions	:	61.8 - 20.7 - 9.3
Gross Tonnage	:	77.66
Registered Tonnage	:	21

Area to be Searched

All that portion of the bottom of the sea in the general area enclosed by Trail Islands, Mission Point and White Islet where the "Gulf Master" is reported to have foundered. Reference Canadian Hydrographic Service Chart 3577.

Depths

With reference to Canadian Hydrographic Service Chart 3577, depths up to 600 feet will be encountered.

Assistance by the Department

All information in the possession of the Department of Transport which might aid in locating the wreck will be made available to the contractor.

Participation by the Department of Transport

The Department of Transport shall have the option of having a departmental representative in attendance at any time during this search and investigation to inspect or supervise the inspection of any finding of the contractor for the ultimate purpose of determining the cause of loss.

Equipment, Materials and Services

The contractor shall furnish all equipment and materials for the entire operation, including any shore markers, ranges, etc. and any land requirements necessary.

Suitable accommodation for the Department of Transport representative shall be provided by the contractor when required.

Suitable underwater television camera equipment, monitoring facilities, underwater cameras, lights, etc. necessary for inspection purposes shall be provided when required.

Labour

The contractor shall furnish all labour and competent supervisors such as navigators, specialists for the complete and thorough search of the vessel.

Reports

Complete daily reports of all aspects of the search shall be furnished the Department's representative by the contractor.

At the completion of the work, a final report on the work shall be submitted to the Department of Transport.

Marking

Upon discovery and verification of the vessel, suitable buoys shall be placed as markers indicating the location, and a proper fix established in relation to shore stations shall be made, all by the contractor and to the satisfaction of the Department of Transport

OTTAWA, ONTARIO OCTOBER 27, 1967.

CANADA

CANADA DEPARTMENT OF LABOUR

LABOUR CONDITIONS (A-2)

(For use in contracts for construction, remodelling, repair, demolition, dredging, etc., where the Department of Labour is unable to furnish a schedule of classifications and wage rates)

1. In this schedule

(a) "Act" means *the Fair Wages and Hours of Labour Act;*
(b) "contract" means the contract to which these Labour Conditions are attached;
(c) "contracting authority" means the department of Government or Corporation that is an agent of Her Majesty with whom this contract is made;
(d) "Contractor" means the person who has entered into this contract with the contracting authority;
(e) "Director" means the Director of Labour Standards, Department of Labour;
(f) "fair wage officer" means the officer of the Department of Labour designated by the Minister of Labour;
(g) "Minister" means the Minister of Labour;
(h) "persons" means those workmen employed by the contractor, subcontractor or any other person doing or contracting to do the whole or any part of the work contemplated by this contract.

2.(a) All persons in the employ of the contractor, subcontractor, or any other person doing or contracting to do the whole or any part of the work contemplated by the contract shall during the continuance of the work be paid fair wages; that is, such wages as are generally accepted as current for competent workmen in the district in which the work is being performed for the character or class of work in which such workmen are respectively engaged; but shall in all cases be such wages as are fair and reasonable;

(b) The working hours of persons employed in the execution of the contract shall not exceed 8 hours in a day or 48 hours in a week except where longer daily or weekly hours are authorized by the Minister in cases of exceptional circumstances;

(c) All persons shall be paid for hours worked in excess of 8 hours in a day or 40 hours in a week at an overtime rate at least one and one-half times the wage rates required to be paid under this schedule;

(d) All applications for permission to exceed 8 hours in a day and 48 hours in a week shall be made to the contracting authority for reference to the Minister;

(e) The Director may at any time and from time to time determine for the purposes of this contract what are the current or fair and reasonable rates of wages, and may from time to time rescind, revoke, amend or vary any such decision;

(f) The contractor agrees that where during the term of the contract any question arises as to the proper classification of employment or work for the purpose of the payment of fair wages, the classification shall be determined by the Director. Immediately upon receipt of notice of any decision of the Director hereunder the contractor agrees to adjust the wages and classification of work of the persons affected commencing with the first day following the receipt by him of the copy of the changed wage rates.

3. For the protection of all persons the contractor agrees to post and keep posted, in a conspicuous place on the premises where work contemplated by the contract is being carried out or on premises occupied or used by persons engaged in carrying out such work, a copy of these Labour Conditions, and any authorization by the Minister for the working hours of persons employed under the contract to exceed 8 hours in a day and 48 hours in a week.

4. The contractor agrees to keep proper books and records showing the names, addresses and classifications of employment and work of all workmen employed in work under this contract and the rate of wages, the wages paid and the daily hours worked by such workmen;

The contractor also agrees to undertake that his books, records and premises will be open at all reasonable times for inspection by the Minister, a fair wage officer or any other person designated by the Minister;

The contractor also agrees to furnish the Minister, contracting authority, the fair wage officer or other person designated by the Minister, on request, with such further information as is required to ascertain that the requirements of the Act, the Regulations and the contract with respect to wages, hours of work and other labour conditions have been complied with.

5. The contractor agrees that he will not be entitled to payment of any money otherwise payable under the contract until he has filed with the contracting authority in support of his claim for payment a sworn statement in a form prescribed by the Director.

(i) that he has kept the books and records required by these Regulations;
(ii) as to whether any wages in respect of work performed under the contract remain in arrears, and
(iii) that to his knowledge, all the conditions in the contract required by the Act and the Regulations have been complied with and

6. The contractor also agrees that, where the Minister informs the contracting authority and the contractor that fair wages have not been paid by the contractor to persons employed under this contract, the contracting authority will be entitled to withold from any monies otherwise payable under this contract the amount the Minister indicates should be witheld until such time as the matter has been dealt with to the satisfaction of the Minister.

7. The contractor agrees that where he is in default of payment of wages to an employee the contractor will send to the Minister a cheque payable to the Receiver General of Canada for the amount determined by the Minister as being the amount the contractor is in default.

   The contractor agrees that when he fails to comply with the preceding provision, the Minister may instruct the contracting authority to pay to the Receiver General of Canada, out of any monies otherwise payable to the contractor, the amount determined by the Minister as being the amount the contractor is in default.

8. The contractor agrees that in subcontracting any part of the work contemplated by this contract, he will place in the subcontract conditions respecting wages, hours of work and other labour conditions set out in this contract; and also the contractor agrees that he will be responsible for the carrying out of these conditions.

9. The contractor agrees that all persons employed by him to do any work under the contract will be residents of Canada unless, in the opinion of the contracting authority at the time the work is to commence under this contract;

   (a) persons resident in Canada are not available to do the work, or
   (b) special circumstances exist whereby it would not be in the public interest to require that all such persons be residents of Canada.

10. The Contractor agrees that

   (a) in the hiring and employment of workmen to perform any work under the contract, the contractor will not refuse to employ and will not discriminate in any manner against any person because of that person's race, national origin, colour or religion or because that person has made a complaint or given information with respect to an alleged failure by the contractor to comply with such provision;

   (b) if any question arises as to whether the contractor has failed to comply with the provision described in paragraph (a), the Minister or any person designated by the Minister shall decide the question and his decision shall be final for the purposes of the contract; and

   The contractor also agrees that failure to comply with the aforementioned clases (a) and (b) regarding non-discrimination shall constitute a material breach of the contract.

The contractor should take notice of Section 3 (1) (c) of the Fair Wages and Hours of Labour Act, which provides for the payment of liquidated damages by the contractor in case of default in respect of any employee.

DOT PILOTS VCR

9104-699

[redacted]

MRN
MRNW

ATTENTION CAPTAIN G W R GRAVES
CHEIF NAUTICAL AND PILOTAGE

15 3 68

RE: SEARCH FOR GULF MASTER WEATHER HAS PERMITTED ONLY FOURTEEN WORKING DAYS AND TEN STAND BY DAYS. PRESENT FORECAST INDICATES THREE TO FOUR STAND BY DAYS. SEARCH HAS BEEN UNSUCCESSFUL CONTRACTOR BELIEVES ANOTHER TWO DAYS TO COMPLETE BUT DOES NOT FEEL THEY WILL ACCOMPLISH VERY MUCH. PLEAS PHONE AT 1600 E S T IF SEARCH SHOULD BE ABANDONED.

C E BURRILL
SUPT NAUTICAL SERVICES

Approved to cancel
AH 13.00

BC 15/1210

NAUTICAL & PILOTAGE
MAR 15 1968
RECEIVED

DOT DMO OTT

DOT PILOTS VCR

DLC
for completion Pls.
mr. 8/68
TL. (A & PC)

9704-669

Ottawa, March 12, 1968

Canadian Diving Services Ltd.,
866 East Cordova St.,
Vancouver, B.C.

Dear Sirs:

I enclose herewith for the records of your Company the duplicate original of the contract dated March 11, 1968, bearing no. 81479 in the Law records of the Department entered into between the Department and your Company for a survey and investigation for the purpose of locating the tug "GULF MASTER" which sank in January, 1967 in the Strait of Georgia.

Yours truly,

Jacques Fortier
Counsel.

Encl.

81479

JF:pn.

THIS INDENTURE made this 11th day of MARCH One thousand nine hundred and sixty-eight:

B E T W E E N:

HER MAJESTY THE QUEEN in Right of Canda, hereinafter referred to as "Her Majesty", represented herein by the Minister of Transport, hereinafter referred to as "the Minister",

Of the First Part:

- and -

CANADIAN DIVING SERVICES LTD., 866 East Cordova Street, Vancouver, in the Province of British Columbia, hereinafter called "the Contractor",

Of the Second Part.

WHEREAS Her Majesty proposes to retain the Contractor to undertake a survey and investigation for the purpose of locating the tug "GULF MASTER" which sank on January 11, 1967 in the vicinity of White Islets, Strait of Georgia, Province of British Columbia, and the Contractor has undertaken and agreed to make such survey and investigation for the consideration and upon and subject to the terms and conditions hereinafter set out and contained.

NOW THEREFORE THIS INDENTURE WITNESSETH that the said parties hereto hereby covenant, promise and agree, each with the other, as follows: -

1. In this contract the following words shall, unless the context require a different meaning, have the following meanings, respectively, that is to say: -

"Contractor", or other words relative thereto, or of like import, shall mean and include, the party of the

second part as above designated, or described, and its curators or successors, or assigns (duly consented to under this contract).

"Her Majesty", or other words relative thereto, or of like import, shall mean and include the reigning Sovereign or the Successors or Assigns of the Sovereign.

"Minister" shall mean the person holding the position, or acting in the capacity of the Minister of Transport, for the time being, and shall include the person holding the position, or acting in the capacity of the Deputy Minister of Transport, for the time being.

"Director" shall mean the person holding the position, or acting in the capacity of the Director of Marine Regulations of the Department of Transport, acting either directly or through the Regional Superintendent, Nautical Services of the Department of Transport, at Vancouver, British Columbia.

"Departmental Representative" shall mean the person holding the position or acting in the capacity of the Regional Superintendent, Nautical Services of the Department of Transport, at Vancouver, British Columbia, or his authorized representative.

2. That the Contractor shall perform all the services (hereinafter referred to as "the said services") required to be performed in connection with a survey and investigation on behalf of Her Majesty for the purpose of searching, locating, verifying, marking and inspecting the tug "GULF MASTER" which sank on January 11, 1967 in the vicinity of White Islets, Strait of Georgia, Province of British Columbia, and the said services shall be performed in accordance with this contract and the Specifications annexed hereto marked "A", which specifications are hereby declared to be part of this contract.

...

3. That all reports prepared by the Contractor respecting the performance of the said services shall be forwarded to the Departmental Representative and shall be the property of Her Majesty. The Contractor shall prepare and furnish to the Director all information required by the Departmental Representative, pursuant to the said reports.

4. That the Director shall furnish to the Contractor such information as the latter may reasonably require for purposes in connection with the performance of the said services.

5. That the Contractor shall not make any assignment of this Contract.

6. That the Contractor shall provide all necessary engineers, assistants, and employees, including ships crews necessary to perform the said services to the satisfaction of the Minister.

7. That the Contractor shall exercise its best endeavours and that of the engineering and other staff of the Contractor to the end that the said services shall be completed within the shortest practicable time and in all respects in the manner required by Her Majesty.

8. That for and in consideration of the premises and of the observance and performance on the part of the Contractor of all the covenants, provisoes and conditions in this contract contained, Her Majesty will pay to the Contractor for and in respect of the said services, upon completion thereof and in full compensation therefor the prices or sums computed as follows:

(i) The sum of One thousand dollars ($1,000.00) for mobilising the vessels and equipment of the Contractor required for the performance of the said services, from Vancouver to the site of the work at the beginning of the said services and for return to Vancouver at the completion of the said services, as established to the satisfaction of the Director.

(ii) The sum of One hundred and twenty dollars ($120.00) per day for each day during which the search vessel of the Contractor is actually engaged for purposes in connection with the performance of the said services, as established to the satisfaction of the Director.

(iii) The sum of Seventy dollars ($70.00) per day for each day during which the search vessel of the Contractor is standing-by at the site of the said work, as established to the satisfaction of the Director.

(iv) The sum of Three hundred and fifty dollars ($350.00) per day for each of the first seven days during which a Magnetometer is employed by the Contractor for purposes in connection with the performance of the said services, as established to the satisfaction of the Director.

(v) The sum of Three hundred and fifteen dollars ($315.00) per day for each of the eighth to the fourteenth day, inclusive, during which a Magnetometer is employed by the Contractor for purposes in connection with the performance of the said services, as established to the satisfaction of the Director.

(vi) The sum of Two hundred and seventy-five dollars ($275.00) per day for each of the fifteenth to twenty-first day, inclusive, during which a Magnetometer is employed by the Contractor for purposes in connection with the performance of the said services, as established to the satisfaction of the Director.

(vii) The sum of Two hundred and sixty dollars ($260.00) per day for each day after the twenty-first day during which a Magnetometer is employed by the Contractor for purposes in connection with the performance of the said services, as established to the satisfaction of the Director.

(viii) The sum of Forty Dollars ($40.00) per day for each of the first seven days during which two (2) Tellurometers are employed by the Contractor for purposes in connection with the performance of the said services, as established to the satisfaction of the Director.

(ix) The sum of Thirty-six dollars ($36.00) per day for each of the eighth to the fourteenth day, inclusive, during which the two (2) Tellurometers are employed by the Contractor for purposes in connection with the performance of the said services, as established to the satisfaction of the Director.

...

(x) The sum of Thirty-two dollars ($32.00) per day for each of the fifteenth to twenty-first day, inclusive, during which the two (2) Tellurometers are employed by the Contractor for purposes in connection with the performance of the said services, as established to the satisfaction of the Director.

(xi) The sum of Thirty dollars ($30.00) per day for each day after the twenty-first day during which the two (2) Tellurometers are employed by the Contractor for purposes in connection with the performance of the said services, as established to the satisfaction of the Director.

(xii) The sum of Eighteen dollars ($18.00) per week for each week during which a Transit is used by the Contractor for purposes in connection with the performance of the said services, as established to the satisfaction of the Director; PROVIDED, however, that if in any week the Transit is used not more than four days, the sum payable to the Contractor for such use shall be calculated at the rate of Four dollars ($4.00) foreach day during which the Transit is so used, as established to the satisfaction of the Director.

(xiii) The sum of Two hundred dollars ($200.00) per day for each day during which an Underwater Television Unit with associated equipment is used for purposes in connection with the performance of the said services, all as established to the satisfaction of the Director.

(xiv) The sum of One hundred dollars ($100.00) per day for each day during which the Underwater Television Unit with associated equipment is standing-by at the site of the said work, as established to the satisfaction of the Director.

(xv) The sum of Twenty-seven dollars and fifty cents ($27.50) per day for each day during which the Rigging, Ropes, Buoys and Anchors of the Contractor are used for purposes in connection with the performance of the said services, all as established to the satisfaction of the Director.

(xvi) The sum of Two hundred and twenty-five dollars ($225.00) per day for the six man crew of the search vessel of the Contractor for each day during which the said crew is "on site" actually engaged or standing-by for purposes in connection with the performance of the said services, and for each day during which the said crew is engaged in travelling from Vancouver to the site at the beginning of the said services and return to Vancouver at the completion of the said services, all as established to the satisfaction of the Director.

(xvii) The sum of Sixty Dollars ($60.00) per day for board and lodging of the said crew for each day during which the said crew is "on site" for purposes in connection with the performance of the said services and for each day during which the said crew is actually engaged in travelling from Vancouver to the site at the beginning of the said services and in returning to Vancouver at the completion of the said services, all as established to the satisfaction of the Director.

(xviii) For the use of the Bathysphere of the Contractor at the request, in writing, of the Director for purposes in connection with the performance of the said services, the sum of Four hundred dollars ($400.00) per day for each day that the Bathysphere is so used or the total sum of Two thousand dollars ($2,000.00) for each occasion that the use of the Bathysphere is so requested by the Director, WHICHEVER IS THE LARGER AMOUNT, all as established to the satisfaction of the Director.

TOGETHER with the actual and reasonable costs of mobilizing the said Bathysphere, support scow and crane from Vancouver to the site of the work and return to Vancouver, on each occasion that the use of the Bathysphere is so requested by the Director, plus 10% of such costs, all as established to the satisfaction of the Director.

(xix) The actual and reasonable costs to the Contractor of providing an operator for the said Bathysphere, such costs comprising salary, transportation expenses of the said operator from Vancouver to the site of the work and return to Vancouver, and board and lodging of the said operator at the site of the work, together with 10% of such costs, all as established to the satisfaction of the Director.

(xx) The sum of Four hundred dollars ($400.00) for contingencies incurred by the Contractor, as established to the satisfaction of the Director,

payment under this clause to be made, from time to time, upon receipt of accounts therefor, accompanied by copies of payrolls, vouchers and invoices and such other information as the Director may require, and the written certificate of the Director certifying that the accounts are true and exact and that the Contractor has performed the services covered by the accounts and has complied with the terms of this contract shall be a condition precedent to the right of the Contractor to receive any payment from Her Majesty under this clause.

9. That the Contractor shall comply with and be subject to all the terms, stipulations and conditions contained in the labour conditions hereunto annexed and the said labour conditions shall be read with and shall form part of this contract.

10. That the Contractor shall not have nor make any claim or demand against Her Majesty for detriment, damage, injury, death or loss of any nature whatsoever or howsoever caused to any employee of the Contractor to the vessel, equipment, supplies, materials, effects or things at any time provided by the Contractor for purposes in connection with the performance of the said services, unless such damage or injury is due to the negligence of any officer or servant of Her Majesty while acting within the scope of his duties or employment.

11. That the Contractor shall and the Contractor hereby covenants to indemnify and save harmless Her Majesty from and against all manner of actions, causes of action, claims, demands, loss, costs, expenses, damages, liability, awards and proceedings of every kind and nature whatsoever by whomsoever made and brought which Her Majesty shall become liable to pay and arising out of the operations of the Contractor hereunder.

12. That it is expressly understood and agreed that notwithstanding anything contained herein, Her Majesty may terminate this Contract at any time by a notice in writing signed by or on behalf of the Minister and mailed addressed to the last known place of business of the Contractor, at any of Her Majesty's Post Offices, and thereupon after the mailing of such notice this Contract shall be determined and ended, in which event the Contractor shall have no claim against Her Majesty under this Contract, except to be paid a fair and reasonable amount as determined by the Minister whose decision shall be final in respect of the said services performed up to the time such notice is given, all in accordance with and pursuant to this Contract, less any sums therefore paid on account thereof, all as may be evidenced

...

by the Certificate of the Director, which certificate shall be a condition precedent to the right of the Contractor to any payment under this clause.

13. That pursuant to the provisions of the statutes in such case made and provided no member of the House of Commons and Senate of Canada shall be admitted to any share or part of this Contract or to any benefit to arise therefrom.

14. That it is understood and agreed by and between the parties hereto that nothing herein contained shall obligate Her Majesty to pay to the Contractor any sum or sums under this Contract, unless and until the necessary funds have been voted by Parliament in that behalf.

IN WITNESS WHEREOF the parties hereto have executed these Presents the day and year first above written.

SIGNED, SEALED AND DELIVERED by Her Majesty in the presence of -

For Minister of Transport.

SIGNED, SEALED AND DELIVERED by the Contractor in the presence of -

(xvii) The sum of Sixty Dollars ($60.00) per day for board and lodging of the said crew for each day during which the said crew is "on site" for purposes in connection with the performance of the said services and for each day during which the said crew is actually engaged in travelling from Vancouver to the site at the beginning of the said services and in returning to Vancouver at the completion of the said services, all as established to the satisfaction of the Director.

(xviii) The sum of Four hundred dollars ($400.00) per day for the Bathysphere of the Contractor, for each day during which the Bathysphere is actually used at the request, in writing, of the Director, for the purposes in connection with the said services, as established to the satisfaction of the Director.

(~~xix~~ xix) The sum of Four hundred dollars ($400.00) for contingencies incurred by the Contractor, as established to the satisfaction of the Director,

payment under this clause to be made, from time to time, upon receipt of accounts therefor, accompanied by copies of payrolls, vouchers and invoices and such other information as the Director may require, and the written certificate of the Director certifying that the accounts are true and exact and that the Contractor has performed the services covered by the accounts and has complied with the terms of this contract shall be a condition precedent to the right of the Contractor to receive any payment from Her Majesty under this clause.

9. That the Contractor shall comply with and be subject to all the terms, stipulations and conditions contained in the labour conditions hereunto annexed and the said labour conditions shall be read with and shall form part of this contract.

10. That the Contractor shall not have nor make any claim or demand against Her Majesty for detriment, damage, injury, death, or loss of any nature whatsoever or howsoever caused to any employee of the Contractor to the vessel, equipment, supplies, materials, effects or things at any time provided by the Contractor for purposes in connection with the performance

of the said services, unless such damage or injury is due to the negligence of any officer or servant of Her Majesty while acting within the scope of his duties or employment.

11. That the Contractor shall and the Contractor hereby covenants to indemnify and save harmless Her Majesty from and against all manner of actions, causes of action, claims, demands, loss, costs, expenses, damages, liability, awards and proceedings of every kind and nature whatsoever by whomsoever made and brought which Her Majesty shall become liable to pay and arising out of the operations of the Contractor hereunder.

12. That it is expressly understood and agreed that notwithstanding anything contained herein, Her Majesty may terminate this Contract at any time by a notice in writing signed by or on behalf of the Minister and mailed addressed to the last known place of business of the Contractor, at any of Her Majesty's Post Offices, and thereupon after the mailing of such notice this Contract shall be determined and ended, in which event the Contractor shall have no claim against Her Majesty under this Contract, except to be paid a fair and reasonable amount as determined by the Minister whose decision shall be final in respect of the said services performed up to the time such notice is given, all in accordance with and pursuant to this Contract, less any sums theretofore paid on account thereof, all as may be evidenced by the Certificate of the Director, which certificate shall be a condition precedent to the right of the Contractor to any payment under this clause.

13. That pursuant to the provisions of the statutes in such case made and provided no member of the House of Commons

of Canada shall be admitted to any share or part of this Contract or to any benefit to arise therefrom.

14. That it is understood and agreed by and between the parties hereto that nothing herein contained shall obligate Her Majesty to pay to the Contractor any sum or sums under this Contract, unless and until the necessary funds have been voted by Parliament in that behalf.

IN WITNESS WHEREOF the parties hereto have executed these Presents the day and year first above written.

SIGNED, SEALED AND DELIVERED by Her Majesty in the presence of -

for Minister of Transport.

SIGNED, SEALED AND DELIVERED by the Contractor in the presence of -

MEMORANDUM

CLASSIFICATION

TO
A

Captain G.W.R. Graves,
Chief, Nautical and Pilotage Division,
Department of Transport,
Ottawa, Ontario.

YOUR FILE No. 9704-669
Votre dossier

OUR FILE No. 9704-130A
Notre dossier

FROM
De

Superintendent, Nautical Services,
Vancouver, B.C.

DATE March 6, 1968

FOLD

SUBJECT
Sujet

"GULF MASTER".

27766

Enclosed is a copy of a progress report from Canadian Diving Services Ltd., concerning the search for the tug "GULF MASTER". Copies of Charts #1 and #2 were not enclosed with their report but I have examined their work sheets. They have been requested to provide copies of official weather reports for those days claimed as stand by days.

From the information gathered from many sources it is Mr. Nuytten's opinion that the "GULF MASTER" was lost in the vicinity of White Islets. Although the whole of the search area will be covered it is the intention to make a more detailed search of the area around White Islets. The underwater terrain consists of numberous peaks, cliffs and valleys requiring a most careful search with magnetometer and underwater television camera.

A strike by ferry personnel has prevented me from visiting the Sechelt area to observe the search in progress. I hope to have an opportunity to spend a day or two at the end of this week on the search vessel.

C.E. Burrill,
Superintendent, Nautical Services

CEB:lv

Encl:

CGSB 6GP22a CGSS No 7540-21-798-8998.

CAN DIVE

CANADIAN DIVING SERVICES LTD.
866 EAST CORDOVA STREET
VANCOUVER, B.C., CANADA

P.O. BOX 4488
SANTA BARBARA
CALIFORNIA - U.S.A.

Cap't. C.E. Burril
Department of Transport
Vancouver, B.C.

PROGRESS REPORT - GULFMASTER SEARCH

On February 15th 1968, a survey crew was dispatched from Vancouver and proceeded to Sechelt, B.C. to establish shore control stations and beach sites to facilitate navigation and allow pinpoint return to suspected areas.

These bench marks and radial planes were plotted on Chart #1, enclosed.

Preliminary sonar runs were made, at this time, to verify accuracy of existing hydrographic charts of the area. The area in and around white islets was replotted with particular care due to the presence of submarine peaks and outroppings which have an adverse effect on magnetometer runs.

This work was completed on the 17th of February and the crew returned to Vancouver to assist in mobilizing the television and electronic equipment.

On February 19th the search crew proceeded to the Sechelt area with the underwater television equipment, survey transits, radio telephones, magnetometer, diving equipment and other miscellaneous rigging.

Preliminary evaluation of existing data had established no doubt in our minds that the wreck must lie southeast of a line drawn perpendicular to the pilot's first sighting of the oil slick, debris, and the mate on the raft. Accordingly, this area has received our most intensive attention. It is necessarily a slow process as the entire area around white islets is magnetically "active" with ferrous geology prominent. Major anomalies are plotted on a magnetic map and the most promiising are checked by either diving, underwater

PHONE: A.C. 604 - 255-5323
VANCOUVER, CANADA
A.C. 805 - 963-2688
SANTA BARBARA, U.S.A

CAN DIVE

CANADIAN DIVING SERVICES LTD.
866 EAST CORDOVA STREET
VANCOUVER, B.C., CANADA

P.O. BOX 44
SANTA BARBARA
CALIFORNIA U.S.A.

T.V. or by a mathematical system, raising and lowering the mag sensor and computing the gamma change versus distance from bottom. These areas are plotted on a magnetic chart #2, enclosed.

Progress to date has consisted of eliminating those areas which have proved promising. The search area has been partially covered, approximately half, and thus far, only submarine pinnacles have been located.

Adverse weather has necessitated standby on serveral occasions and these time, dates, and weather conditions will be forwarded with our final report.

At this time, nine days have been actually expended in searching and plotting and we estimate an additional nine days will be required to conclude.

Further progress reports will be submitted at regular intervals.

Respectfully submitted by

Phil Nuytten

PHONE: A.C. 604 - 255-5323
VANCOUVER, CANADA
A.C. 805 - 963-2688
SANTA BARBARA, U.S.A.

FILE NO. 9704 - 669

VOLUME NO. 2

VOL. 2

9704 - 669

DEPARTMENT OF TRANSPORT

FROM MARCH 1, 1968
TO

IMPORTANT — NOTIFY RECORDS WHEN FILE IS PASSED DIRECT TO ANOTHER SECTION

SUBJECT WRECKS, CASUALTIES & SALVAGE
SUB-SUBJECT INVESTIGATIONS
FILE TITLE LOSS OF THE 'GULF MASTER' NEAR MERRY ISLAND, STRAIT OF GEORGIA, B.C. WITH LOSS OF LIFE 11-1-67

(1) DATE LEFT RECORDS	(2) PURPOSE FOR WHICH REFERRED (IF PURPOSE FOR WHICH REFERRED CANNOT BE EXPRESSED IN ONE LINE ADD MEMO TO FILE AND ENTER HERE "WITH MEMO")	(3) REFER FILE TO	(4) ENTER DATE TO BRING FORWARD WHEN REQUIRED	(5) USER'S INITIAL TO SHOW ACTION COMPLETED
OCT 3 1968	Letter Oct 2 for sign.	DMR		
OCT 10 1968	as Reg 248 Rm600	MRN		
OCT 11 1968	as Requested	AGP		
		AGPC		
OCT 17 1968	BF 16-10-68	MRN		
	Min. 18/10/68	MRHW		
	Draft letter for approval.	M.R.N.		
	Letter for approval	M.R.N.		
	Letter for signature mrh	D.M.R.		
	Room 230	M.R.N.W.		
	Draft letter 13/11/68 for approval	MRN.		
	2115: a draft reply for approval	M.R.N.W		
	letter of 15"/68 for signature	M.R.N.		
NOV 18 1968	Memo of 15"/68 for approval & signature	D.M.R.		
FEB - 3 1969	29421	DMO		
	FEB - 4 1969	DMR		
	32457	DMR		
		mmi - DMO		
MAR - 9 1970	Capt Hale	MRNW		
DEC 17 1970	(230) Capt Lidstone DEC 17 1970	MRNW		
MAY 6 1971	MAY - 7 1971 6373	MRNW		
FEB 14 1972	46721	MRNW.		
JUL 20 1976	9154	DCGV		
JUL 21 1977		CCG1		
OCT 24 1977	14965	DCGV		
OCT 27 1977	"	C.C.G 1 (3)		
	14965	CCCG (1)		

FILE NO. 9704 - 669

VOLUME NO. 2

VOL. 2

9704 - 669

DEPARTMENT OF TRANSPORT

FROM MARCH 1, 1968
TO

IMPORTANT — NOTIFY RECORDS WHEN FILE IS PASSED DIRECT TO ANOTHER SECTION

SUBJECT: WRECKS, CASUALTIES & SALVAGE
SUB-SUBJECT: INVESTIGATIONS
FILE TITLE: LOSS OF THE 'GULF MASTER' NEAR MERRY ISLAND, STRAIT OF GEORGIA, B.C. WITH LOSS OF LIFE 11-1-67

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APR 17 1968	1322	ABPC		
APR 18 1968	"	MRN		
APR 19 1968	APR 25/68 18/4/68 on 1322	MRNW (2)		
	01322	M.W.A. (1)		
	(c/c for Payment) 01322	F.O.M.A	(1)	
	MEMO 6/5/68	MRN		
	04916 and Memo 21/5/67	MRN		
MAY 28 1968	Min 28/5 on Memo 27/5/68	DMR (1)		
MAY 29 1968	" (2) " "	MRN		
MAY 29 1968	Letter 29/5/68 for signature	DMR (1)		
	Min 29/5/68 on Letter 29/5	MRNW (2)		
MAY 31 1968	Press Release for approval.	DMR (1)		
	"	MRNW (2)		
JUN - 4 1968	"	ADMM (1)		
	"	DMR (1)		
JUN 26 1968	Min 7/6/68 on draft press release	MRNW		
JUN 4 1968	7516	MRNW		
JUN 26 1968	—	A-GPC (4)		
	for approval	M.R.N. (1)		
JUN 24 1968	for signature (Lt. June 24)	D.M.R. (2)		
JUL - 2 1968	8261	MRNW		
	Min. 2/7/68 on Tel. 28/6/68	MRNW.		
	Minute (3) on Tel. 28/6/68	MRN (3)		
JUL - 8 1968	Memo JUL 10 1968 to note	D.M.R. (1)		
	Required on Mr. McGee	Auditor General		
SEP - 6 1968	13598	MRNW		
	Min 2 letters dated 11/9/68	M.R.N.		
	Letter Oct 2 for sign't	DMR (1)		
	" " "	ADMM (2)		
	Letter Oct 2 (last para)	MRN	16/10/68	

02-0001

THIS COVER MUST NOT BE FOLDED UNDER FILE

CORRESPONDENCE TRANSFER AND CROSS-INDEX

SUBJECT	FILE NUMBER	INITIALS

NEW FILE COVER OPENED BY _____

CHECKED BY A.M.

IMPORTANT

1.—Records is established to serve you, and satisfactory service is largely dependent upon your prompt return of this file. This file is charged to your Division or Section and you are responsible for its return unless you notify Records to transfer the charge to another Section, otherwise the file remains charged to you until it is returned.

2.—Instructions for use of file cover—

Column 1—Records enters the date on which the file is routed to the user.

2—Shows the reason for the routing.

3—Shows where it is routed and enables the user to indicate additional routing.

4—Provides for the user to bring forward the file at a later date, if necessary.

5—Provides space for the user to initial the entry when action is completed.

3.—Letters, memoranda, telegrams should not be removed from the file except in emergency. In that case Records should be notified by phone if possible, or a minute indicating disposition of the referenced material should be entered in Column 2 of the file cover, beside the reference. The file should be referred to Records so that the records may be amended.

IMPORTANT

INSTRUCTIONS FOR USE OF FILES

A. NOTIFY RECORDS WHEN FILE PASSED TO ANOTHER SECTION — by completing File Pass Slip. Form No. 02-0012 or by other means.

B. THIS COVER MUST NOT BE FOLDED UNDER FILE

C. Column 1. Enter date file routed or re-routed.

2. Show reason for routing I.E. — letter, memorandum, serial number of document requested, B.F., etc.

3. Enter name or office designator of addressee.

4. Enter date that file is to be "Brought Forward". (B.F.'d)

5. Initial when action completed.

D. Letters, memoranda, telegrams, charts, enclosures must not normally be removed from this file. If it is necessary to remove any document the user must:

1. Annotate covering letter or memorandum with the reason for removal and its new location.

2. If no covering letter or if the covering letter is also removed, a memorandum is to be placed on the file giving description of documents removed, reason for removal and new location.

3. Route file to Records for notation of document removal.

IMPORTANT

DIRECTIVES POUR L'EMPLOI DES DOSSIERS

A. INFORMER LA GESTION DES DOCUMENTS LORSQUE LE DOSSIER EST TRANSMIS A UNE AUTRE SECTION en remplissant la formule no 02-0012. Fiche de transmission de dossier ou d'une autre manière.

B. NE PAS REPLIER SOUS LE DOSSIER

C. Colonne 1. Inscrire la date de la sortie du dossier.

2. Justifier la sortie du dossier. Par ex. lettre, mémorandum, numéro de série du document, à rappeler etc.

3. Inscrire le nom ou l'indicatif du bureau du destinataire.

4. Indiquer la date à laquelle le dossier doit être rappelé.

5. Initialer avant de retourner.

D. Habituellement les lettres, memoranda, télégrammes, cartes et pièces jointes ne doivent pas être retirés du dossier. S'il est nécessaire de le faire, l'usager doit:

1. indiquer sur une lettre d'accompagnement ou un mémorandum la raison de la sortie du document et ce qui en est advenu;

2. s'il n'y a pas de lettre d'accompagnement ou si elle aussi a été retirée, joindre au dossier un mémorandum décrivant les documents retirés, justifiant la sortie et indiquant ce qui en est advenu;

3. transmettre le dossier à la Gestion des documents pour en modifier les registres.

CORRESPONDENCE TRANSFER AND CROSS-INDEX — MOUVEMENTS DE LA CORRESPONDANCE ET RÉFÉRENCES CROISÉES

SUBJECT - *SUJET*	FILE NO. - *Nº DU DOSSIER*
	STAGE

NEW FILE COVER OPENED BY
LA NOUVELLE COUVERTURE A ÉTÉ COMMENCÉE PAR:

RETENTION PERIOD:
PÉRIODE DE CONSERVATION:

CHECKED BY - *VÉRIFIÉ PAR*

Transport Canada / Transports Canada

RECORDS RETENTION AND DISPOSAL ACTION

MESURES DE CONSERVATION ET DE DISPOSITION DES DOSSIERS

1. TO – À: P.P.C.

FROM – DE: [illegible] — NAME – NOM

DESIGNATOR – SIGLE: [illegible]

PLEASE COMPLETE SECTION 5 REGARDING THE ATTACHED FILE(S) AND RETURN TO SENDER AS SOON AS POSSIBLE.

VEUILLEZ REMPLIR LA PARTIE CONCERNANT LE / LES DOSSIER(S) ATTACHÉ(S) ET RETOURNER À L'ENVOYEUR LE PLUTÔT POSSIBLE.

FILE NO. – DOSSIER N°	VOL. NO. – N° DU VOL.	SECURITY CLASSIFICATION / CLASSIFICATION DE SÉCURITÉ
AXI 2704-669	2	

3. SCHEDULED RETENTION PERIOD – DURÉE DE CONSERVATION PRÉVUE: 5 YRS C.A

AUTHORITY – AUTORISATION: [illegible] 30/10/87

4. THE SCHEDULED RETENTION PERIOD HAS EXPIRED. UNLESS OTHERWISE INSTRUCTED THIS FILE / VOLUME WILL BE DISPOSED OF BY:

LA DURÉE DE CONSERVATION AUTORISÉE EST ÉCHOUÉE. À MOINS D'ÊTRE AUTREMENT AVISÉ, CE DOSSIER / VOLUME SERA DISPOSÉ COMME SUIT:

- [ ] DESTRUCTION
- [x] TRANSFER TO PUBLIC ARCHIVES OF CANADA / TRANSFÉRER AUX ARCHIVES PUBLIQUES DU CANADA

5.

- [x] I CONCUR. / J'Y CONSENS.
- [ ] REQUEST FOR EXTENSION OF SCHEDULED RETENTION PERIOD (INCLUDE JUSTIFICATION). / DEMANDE DE PROLONGATION DE DURÉE DE CONSERVATION AUTORISÉE (INCLURE LA JUSTIFICATION).

REMARKS – REMARQUES:

[illegible] 30/10/87

SIGNATURE — DATE

09-0218

Transport Canada | Transports Canada

ROUTE SLIP / ***BORDEREAU D'ACHEMINEMENT***

TO – À (NOM)	DESIGNATOR *SYMBOLE*	
		☐ For approval *Pour approbation*
		☐ For Signature *Pour*
Pierre Deniger	EAMIN	☐ Comment *Observations*
	-	☐ For your Information *Pour votre*
		☐ Per our Conversation *Selon notre*
		☐ Discuss with me *Discuter avec moi*
		☐ Take appropriate action *Prendre les mesures appropriées*

REMARKS – *REMARQUES*

Re: Tug "GULF MASTER"

Attached letter is in reply to letter from Captain M.R. Sjoquist dated October 18, 1977 - for signature, please.

Minister's file number 2-4-13.

Original Signed by W. A. O'NEIL

FROM – *DE* Signature	Date	Telephone – Téléphone
W.A. O'Neil	1.11.77	2-3438

02-0091 (4-76)

File 9704-669

Copies:

Minister (File No. 2-4-13)
DM
SADMO
SADMP
AMTA
CCCG
XCCG
CCGI

Captain M.R. Sjoquist,
Executive Secretary-Treasurer,
Canadian Merchant Service Guild,
904 Lady Ellen Place,
Ottawa, Ontario,
K1Z 5L5.

Dear Captain Sjoquist:

I refer to your letter of October 18, 1977, in which you urged that an underwater survey of the wreck of the "GULF MASTER" be carried out and the vessel raised.

As Mr. Higgs, President of the Independent Tow Boat Owners of British Columbia, has also been advised, our experience has been that not too much can be learned as to the cause of a sinking either by underwater survey or the raising of a wreck, due mainly to the damage sustained after the sinking.

In the case of the "GULF MASTER", the fact that the vessel has been on the bottom since 1967 further reduces the chances of discovering the cause of the sinking with any degree of accuracy.

Bearing in mind the financial restraints under which we are operating, we cannot at this juncture justify the expenditure of the large sums such an operation would require, when there is such small likelihood of success.

Yours sincerely,

Pierre Deniger
Special Assistant

W.A.W. Catinus/DM
CCGI 992-4930

This letter typed on November 1, 1977.

Replied to P. Deniger from CCG 15/11/77

Copy for file: 97044 C29

Transport Canada / Transports Canada

ROUTE SLIP / ***BORDEREAU D'ACHEMINEMENT***

TO — *A* (NAME — *NOM*)	DESIGNATOR *SYMBOLE*	
		☐ For approval *Pour approbation*
		☐ For Signature *Pour*
Pierre Deniger	EAMIN	☐ Comment *Observations*
	-	☐ For your Information *Pour votre*
		☐ Per our Conversation *Selon notre*
		☐ Discuss with me *Discuter avec moi*
		☐ Take appropriate action *Prendre les mesures appropriées*

REMARKS — *REMARQUES*

Re: Tug "GULF MASTER"

Attached letter is in reply to letter from Captain M.R. Sjoquist dated October 18, 1977 - for signature, please.

Minister's file number 2-4-13.

Original sent to P. Deniger 2/11/77

Original Signed by W. A. O'NEIL

FROM — *DE* Signature	Date	Telephone — Téléphone
W.A. O'Neil	1.11.77	2-3438 CCCG

02-0091 (4-76)

DEPUTY MINISTER OF TRANSPORT — *SOUS-MINISTRE DES TRANSPORTS*

ACTION REQUEST — *FICHE DE SERVICE*

TO – *A* [redacted] Lawrence	DATE 21/10/77
FROM – *DE* DCGV DM's Office	FILE NO. – *N° DE DOSSIER*

- REPLY DIRECT ☐ *RÉPONDRE DIRECTEMENT*
- REQUIRED ACTION ☐ *DONNER SUITE*
- NOTE & RETURN ☐ *NOTER ET RETOURNER*
- INFORMATION ☐ *INFORMATION*
- COMMENTS ☐ *COMMENTAIRES*

Reply sent to P. Deniger for signature 9/11/77

PREPARE MEMO TO – *PRÉPARER UNE NOTE DE SERVICE À*

REPLY FOR SIGNATURE OF – *RÉPONSE POUR LA SIGNATURE DE*

Pierre Deniger

REMARKS – *REMARQUES*

RECEIVED
OCT 27 1977
MARINE CASUALTY INVESTIGATIONS

RECEIVED
OCT 24 1977
DIRECTOR
FLEET SYSTEMS

03-0044
12-72

DEADLINE DATE LIMITE NOV 7 1977

000483

Transport Canada | Transports Canada

Office of the Minister
Cabinet du Ministre

Date 20/10/77

☐ TO: DEPUTY MINISTER
AU: SOUS MINISTRE

☒ TO: DEPUTY MINISTER'S OFFICE
AU: CABINET DU SOUS MINISTRE

PLEASE – *S'IL VOUS PLAIT*

☒ PREPARE REPLY FOR SIGNATURE OF:
PRÉPARER RÉPONSE POUR LA SIGNATURE DE:

☐ PREPARE DRAFT REPLY
PROJET DE RÉPONSE

☐ SEND COMMENTS TO:
FAIRE PARVENIR VOS COMMENTAIRES AU:

- ☐ MINISTER
  MINISTRE
- ☐ EXECUTIVE ASSISTANT
  CHEF DE CABINET
- ☒ UNDERSIGNED
  SOUSSIGNÉ

☐ FOR DIRECT REPLY
POUR RÉPONSE DIRECTE

☐ FOR PERUSAL AND APPROPRIATE ACTION
POUR LECTURE ET SUITE NÉCESSAIRE

☐ FOR INFORMATION
POUR INFORMATION

REMARKS – *OBSERVATION*

☒ THIS LETTER HAS NOT BEEN ACKNOWLEDGED.
NOUS N'AVONS PAS ACCUSÉ RÉCEPTION DE CETTE LETTRE.

Transport Canada | Transports Canada

ROUTE SLIP — ***BORDEREAU D'ACHEMINEMENT***

TO — *À* (NAME — *NOM*)	DESIGNATOR *SYMBOLE*	
		☐ For approval *Pour approbation*
		☐ For Signature *Pour*
Mr. W.A. O'Neil	CCCG	☐ Comment *Observations*
		☐ For your Information *Pour votre*
		☐ Per our Conversation *Selon notre*
		☐ Discuss with me *Discuter avec moi*
		☐ Take appropriate action *Prendre les mesures appropriées*

REMARKS — ***REMARQUES***

Re: Sinking of Tug "GULF MASTER" in 1967

Attached for Mr. Pierre Deniger's signature, if you approve, is a letter to the Canadian Merchant Service Guild explaining why the Department does not intend to raise the wreck of the "GULF MASTER".

On file (flagged) is the copy of a similar letter sent last August to the President of the Independent Tow Boat Owners Association of British Columbia.

RECEIVED
NOV 1 1977
COMMISSIONER
CANADIAN COAST GUARD

FROM — *DE*	Signature	Date	Telephone — Téléphone
W.A.W. Catinus		1.11.77	2-4930 CCGI

02-0091 (4-76)

Mr. Pierre Deniger October 18, 1977

surveyed and if feasible, raised, as it certainly sank under mysterious circumstances. In view of the loss of lives involved in the sinking and the potential lives that could be in jeopardy on similar vessels sailing on the West Coast, surely the M.O.T. has a responsibility to do everything possible to establish the cause of the sinking.

We would greatly appreciate any assistance you would provide by bringing this very important matter to the attention of the Minister and his staff.

Yours very truly,

M. R. Sjoquist

MRS/dmw (Capt.) M. R. Sjoquist
Encls. Executive Secretary-Treasurer

c.c. Capt. A. W. Davis

INDEPENDENT
TOW BOAT
OWNERS ASSOCIATION OF BRITISH COLUMBIA

MAILING ADDRESS: 122 WEST 42nd AVENUE, VANCOUVER 15, B.C.

24 HR. TELEPHONE
325-8846
325-5411

COPY

The Honorable Mr. Otto Lang.
Minister of Transport
House of Commons, Ottawa, Ont.,

July 11th, 1977.

RE: THE GULF MASTER.

Dear Mr. Lang:

We noticed with shocked disbelief an article in the July 7th, 1977, issue of the Vancouver Sun newspaper, that the M.O.T. has no intention of raising the Gulf Master after she has been located by private interests.

We were of the opinion and it was taken for granted by our membership that the M.O.T. would pursue a vigorous and positive attitude and endevor without delay to dispatch Coast Guard and private equipment to her location to retrieve and determine the cause of her sinking. We cannot understand the negative attitude of our elected representatives who conduct a "head in the sand" attitude towards something of such a serious nature that has already taken the lives of five men.

The cost of raising the Gulf Master is irrelevant considering the knowledge that could be gained. If you had no intention of raising this vessel, why were funds initially allocated to a local diving firm? We all know why the Emerald Straits sank, no one hesitated in raising her. Why the hesitation in retrieving the Gulf Master when you know her location but do not know the cause of sinking?

As a direct result of the sinking of the Gulf Master, towboat owners were put to great expense with regard to hull construction modifications and safety regulations. We want to know the cause of the sinking of the Gulf Master to see if our interests and expense has been channeled in the right direction.

Yours truly.

Independent Towboat Owners Association of B.C.

L.W. Higgs
President.

P. H. Bamford

Per: P.H. Bamford

cc: Canadian Merchant Service Guild
cc: Council of Marine Carriers
cc: Canadian Coast Guard: H.O. Buchanan
cc: To All Members.

Transport Canada / Transports Canada
Coast Guard / Garde côtière

Box 10060 - Pacific Centre,
700 West Georgia,
Vancouver, B.C., V7Y 1E1.

COPY

June 15, 1977.

Your file / Votre référence

Our file / Notre référence 9562-7897

Captain A.W. Davis,
Secretary-Treasurer,
Canadian Merchant Service Guild,
230 West Broadway,
Vancouver, B.C., V5Y 1P7

Dear Captain Davis:

Re: M.S. Gulf Master

In your letter of May 26, 1977 in which you request an underwater survey of the subject vessel, the second paragraph of your letter makes reference to like vessels built and still operating on the B.C. Coast.

We have examined our records and find that a sister vessel M.S. Gulf Warrior is sailing and that a similar vessel, M.S. Swiftsure VII is also operating. We find that there are a number of vessels of similar dimensions but designed by different Naval Architects, among which vessels are, M.S.'s Gulf Muriel, Gulf Dianne, Rosario Straits, Malaspina Straits, Georgia Straits. There may be others but the foregoing will suffice as examples.

Since the loss of the 'Gulf Master', there have been Regulations put into effect that upgraded the hull structure to provide means of preventing downflooding and all certificated tugs have achieved compliance with the Regulations to the required degree. With the tugs quoted in the previous paragraph because of their steel construction compliance with the downflooding prevention requirements has been to the letter of the Regulations. Therefore, the construction of the tugs that are sailing is no longer similar to that of the 'Gulf Master'.

In view of the foregoing and the unlikely possibility that any information could be gleaned from an underwater survey of the tug which might lead to improve safety conditions for existing vessels, I am loath to recommend the expenditure of public funds.

I have sent copies of both your letter and this reply to Mr. W.A. O'Neil, Commissioner of the Canadian Coast Guard.

Yours very truly,

H.O. Buchanan

H.O. Buchanan
Regional Director
Canadian Coast Guard, Western

c.c. CCCG

DEPARTMENT OF TRANSPORT | ***MINISTÈRE DES TRANSPORTS***

ROUTE SLIP | ***BORDEREAU D'ACHEMINEMENT***

TO: / *A:* Name - *Nom*	Routing Symbol / Symbole d'acheminement	Date / Comment / *Observations*
		August 2, 1977
David A. Cuthbertson	EAMIN	☐ For your information / *Pour votre gouverne*
		☐ Per our conversation / *Selon notre conversation*
		☐ Approval / *Approbation*
		☐ Discuss with me / *Discuter avec moi*
		☐ Take appropriate action / *Prendre les mesures appropriées*

REMARKS:
REMARQUES:

Reply to Mr. L.W. Higgs, President, Independent Towboat Owners Association of B.C., letter of July 11, 1977, for your signature please.

Minister's file number 2-4-13.

Original Signed by
W. A. O'NEIL

FROM: *DE:*	Routing Symbol / *Symbole d'acheminement*
W.A. O'Neil	CCCG 2-3438

000489

02-0091
1-66

LETTER FROM CAPT.
M.R. SJOQUIST
DATED 18.10.77

Canadian Merchant Service Guild

A NATIONAL ASSOCIATION OF
MASTERS – MATES – PILOTS – ENGINEERS AND OTHER MARINE OFFICERS

FOUNDED 1917

La Guilde de la Marine Marchande du Canada

ASSOCIATION NATIONALE DES CAPITAINES — OFFICIERS BREVETES ET PILOTES

CANADIAN LABOUR CONGRESS — AFFILIATED WITH — THE OFFICERS (MERCHANT NAVY) FEDERATION — INTERNATIONAL TRANSPORT WORKERS FEDERATION

EASTERN OFFICE
3235 GRANBY AVENUE
MONTREAL H1N 2Z8
TELEPHONE 254-4571

HEAD OFFICE
904 LADY ELLEN PLACE
OTTAWA, ONTARIO
K1Z 5L5

WESTERN OFFICE
230 WEST BROADWAY
VANCOUVER V5Y 1P7
TELEPHONE 872-7811

2-4-13

14905

9704-669

RECEIVED
OCT 27 1977
MARINE CASUALTY INVESTIGATIONS

OFFICIAL FILE

Sous-Ministre des Transports
OCT 21 1977
Deputy Minister of Transport

OTTAWA, Canada
October 18, 1977

RECEIVED
OCT 24 1977
DIRECTOR FLEET SYSTEMS

RECEIVED
MINISTER OF TRANSPORT
77 10 21 AM

Mr. Pierre Deniger,
Special Assistant to the
Minister of Transport,
TRANSPORT CANADA,
Transport Canada Building,
Place de Ville,
OTTAWA, Ontario.
K1A 0N5

Dear Mr. Deniger:

I am writing on a matter of grave concern to our membership on the West Coast.

Attached are copies of two letters relating to the sunken tug "GULF MASTER". The letter over the signature of H. O. Buchanan is in reply to a letter from Capt. A. W. Davis of the Guild requesting an underwater survey be carried out by the Ministry of Transport to attempt to establish the reason for the sinking. The other letter from the President of the Independent Towboat Owners Association of British Columbia addressed to the Minister of Transport is their response to the stated MOT position on the matter.

It would appear that Mr. H. O. Buchanan is convinced that the "GULF MASTER" sank from down flooding. If that were the case, his comments on recent regulations making a survey of the vessel unnecessary could be true. However, unless he has a crystal ball or is aware of information we are not; it is difficult to contemplate how he arrived at this opinion.

It is the position of our organization and most seafarers on the West Coast that it is essential that the vessel be under-water

... /2

Reply sent to P. Deniger for signature 6x 2/11/77

LETTER TO MR.
HIGGS FROM
MINISTER DATED
AUGUST 9, 1977

(9704-469)

2-4-13

Mr. L.W. Higgs,
President,
Independent Towboat Owners
Association of British Columbia,
122 West 42nd Avenue,
Vancouver, B.C.

Dear Mr. Higgs:

I refer to your letter of July 11, 1977, in which you urged that the wreck of the "GULF MASTER" be raised by the Department now that it has been located.

In our experience, not too much can be learned as to the cause of a sinking by underwater survey or the raising of the wreck, due mainly to damage sustained after the sinking.

In the case of the "GULF MASTER", the fact that the vessel has been on the bottom since 1968 further reduces the chance of discovering the cause of the sinking with any degree of certainty.

Bearing in mind the financial restraints under which we are operating, we cannot at this juncture justify the expenditure of the large sums such an operation would require, when there is such small likelihood of success.

Yours sincerely,

Original Signed by
D. A. CUTHBERTSON

Otto Lang.

MLO/sm
Retyped August 9, 1977

9704-669 (CCGI)

Mr. L.W. Higgs,
President,
Independent Towboat Owners
Association of British Columbia,
122 West 42nd Avenue,
Vancouver, B.C.

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Yours sincerely,

G.R. Hooper

David A. Cuthbertson
Executive Assistant

Copies:

Minister	(2) File No. 2-4-13
Deputy Minister	(1)
SADMO	(1)
AMTA	(2)
CCCG	(1)

G.R. Hooper/DM (CCGI) 996-3808

This letter typed on August 2, 1977

Tony

D. Rick

I think this is for the Ministers signature

PROOF READ

CLEARED

DEPARTMENT OF TRANSPORT
ROUTE SLIP

MINISTERE DES TRANSPORTS
BORDEREAU D'ACHEMINEMENT

TO: Name - *Nom*	Routing Symbol Symbole d'acheminement	Date August 2, 1977
A:		☐ Comment *Observations*
David A. Cuthbertson	EAMIN	☐ For your information *Pour votre gouverne*
		☐ Per our conversation *Selon notre conversation*
		☐ Approval *Approbation*
		☐ Discuss with me *Discuter avec moi*
		☐ Take appropriate action *Prendre les mesures appropriées*

REMARKS:
REMARQUES:

Reply to Mr. L.W. Higgs, President, Independent Towboat Owners Association of B.C., letter of July 11, 1977, for your signature please.

Minister's file number 2-4-13.

Original Signed by
W. A. O'NEIL

FROM: *DE:*	Routing Symbol *Symbole d'acheminement*
W.A. O'Neil	CCCG 2-3438

000494

02-0091
1-66

2-4-13

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President,
Independent Towboat Owners
Association of British Columbia,
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Original Signed by
D. A. CUTHBERTSON

Otto Lang.

MLO/sm
Retyped August 9, 1977

COPY FOR MINISTER

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President,
Independent Towboat Owners
Association of British Columbia,
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David A. Cuthbertson
Executive Assistant

Copies:

Minister	(2) File No. 2-4-13
Deputy Minister	(1)
SADMO	(1)
AMTA	(2)
CCCG	(1)

G.R. Hooper/DM (CCGI) 996-3808

This letter typed on August 2, 1977

9704-669

INDEPENDENT
BOAT
OWNERS ASSOCIATION OF BRITISH COLUMBIA
MAILING ADDRESS: 122 WEST 42nd AVENUE, VANCOUVER 15, B.C.

24 HR. TELEPHONE
325-8846
325-5411

JUL 15 11 39 AM '77

RECEIVED
MINISTER OF TRANSPORT

OFFICIAL FILE

9154

The Honorable Mr. Otto Lang.
Minister of Transport
House of Commons, Ottawa, Ont.,

July 11th, 1977.

RE: THE GULF MASTER.

Dear Mr. Lang:

We noticed with shocked disbelief an article in the July 7th, 1977, issue of the Vancouver Sun newspaper, that the M.O.T. has no intention of raising the Gulf Master after she has been located by private interests.

We were of the opinion and it was taken for granted by our membership that the M.O.T. would pursue a vigorous and positive attitude and endevor without delay to dispatch Coast Guard and private equipment to her location to retrieve and determine the cause of her sinking. We cannot understand the negative attitude of our elected representatives who conduct a "head in the sand" attitude towards something of such a serious nature that has already taken the lives of five men.

The cost of raising the Gulf Master is irrelevant considering the knowledge that could be gained. If you had no intention of raising this vessel, why were funds initially allocated to a local diving firm? We all know why the Emerald Straits sank, no one hesitated in raising her. Why the hesitation in retrieving the Gulf Master when you know her location but do not know the cause of sinking?

As a direct result of the sinking of the Gulf Master, towboat owners were put to great expense with regard to hull construction modifications and safety regulations. We want to know the cause of the sinking of the Gulf Master to see if our interests and expense has been channeled in the right direction.

Yours truly.

Independent Towboat Owners Association of B.C.

L.W. Higgs
President.

P.H. Bamford

Per: P.H. Bamford

cc: Canadian Merchant Service Guild
cc: Council of Marine Carriers
cc: Canadian Coast Guard: H.O. Buchanan
cc: To All Members.

Return to CCGT for filing

DEPARTMENT OF TRANSPORT | MINISTERE DES TRANSPORTS

ROUTE SLIP | **BORDEREAU D'ACHEMINEMENT**

TO: Name - *Nom*	Routing Symbol Symbole d'acheminement	Date: August 2, 1977
A:		☐ Comment *Observations*
David A. Cuthbertson	EAMIN	☐ For your information *Pour votre gouverne*
		☐ Per our conversation *Selon notre conversation*
		☐ Approval *Approbation*
		☐ Discuss with me *Discuter avec moi*
		☐ Take appropriate action *Prendre les mesures appropriées*

REMARKS:
REMARQUES:

Reply to Mr. L.W. Higgs, President, Independent Towboat Owners Association of B.C., letter of July 11, 1977, for your signature please.

Minister's file number 2-4-13.

Original sent to EAMIN 4/8/77

Original Signed by
W. A. O'NEIL

FROM:
DE: W.A. O'Neil

Routing Symbol
Symbole d'acheminement CCCG 2-3438

02-0091
1-66

2-4-13

Mr. L.W. Higga,
President,
Independent Towboat Owners
Association of British Columbia,
122 West 42nd Avenue,
Vancouver, B.C.

Dear Mr. Higga:

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Original Signed by
D. A. CUTHBERTSON

Otto Lang.

MLO/sm
Retyped August 9, 1977

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David A. Cuthbertson
Executive Assistant

Copies:

Minister	(2) File No. 2-4-13
Deputy Minister	(1)
SADMO	(1)
AMTA	(2)
CCCG	(1)

G.R. Hooper/DM (CCGI) 996-3808

This letter typed on August 2, 1977

DEPUTY MINISTER OF TRANSPORT — *SOUS-MINISTRE DES TRANSPORTS*

ACTION REQUEST — *FICHE DE SERVICE*

TO – *A* Capt. Lawrence (CGV)	DATE 18/7/77
FROM – *DE* DM's Office	FILE NO. – *N° DE DOSSIER*

REPLY DIRECT	☐	*RÉPONDRE DIRECTEMENT*
REQUIRED ACTION	☐	*DONNER SUITE*
NOTE & RETURN	☐	*NOTER ET RETOURNER*
INFORMATION	☐	*INFORMATION*
COMMENTS	☐	*COMMENTAIRES*

PREPARE MEMO TO – *PRÉPARER UNE NOTE DE SERVICE À*

REPLY FOR SIGNATURE OF – *RÉPONSE POUR LA SIGNATURE DE*

David Cuthbertson

REMARKS – *REMARQUES*

Reply sent to Mr. Cuthbertson for signature 4/8/77

RECEIVED
JUL 20 1977
DIRECTOR
FLEET SYSTEMS

DEADLINE
DATE LIMITE AUG AOU 3 1977

000501

03-0044
12-72

Transport Canada **Transports Canada**

Office of the Minister
Cabinet du ministre

Date July 15/77....

☐ **TO: DEPUTY MINISTER**
AU: SOUS MINISTRE

☑ **TO: DEPUTY MINISTER'S OFFICE**
AU: CABINET DU SOUS MINISTRE

PLEASE – *S'IL VOUS PLAIT*

☑ PREPARE REPLY FOR SIGNATURE OF:
PRÉPARER RÉPONSE POUR LA SIGNATURE DE:

☐ PREPARE DRAFT REPLY
PROJET DE RÉPONSE

☐ SEND COMMENTS TO:
FAIRE PARVENIR VOS COMMENTAIRES AU:

- ☐ MINISTER
  MINISTRE
- ☑ EXECUTIVE ASSISTANT
  CHEF DE CABINET
- ☐ UNDERSIGNED
  SOUSSIGNÉ

☐ FOR DIRECT REPLY
POUR RÉPONSE DIRECTE

☐ FOR PERUSAL AND APPROPRIATE ACTION
POUR LECTURE ET SUITE NÉCESSAIRE

☐ FOR INFORMATION
POUR INFORMATION

REMARKS – *OBSERVATION*

☑ THIS LETTER HAS NOT BEEN ACKNOWLEDGED.
NOUS N'AVONS PAS ACCUSÉ RÉCEPTION DE CETTE LETTRE.

Judith Scott
SIGNATURE

000502

.03-0072
12-75

9704-669 2-4/3

INDEPENDENT
TOWBOAT
OWNERS ASSOCIATION OF BRITISH COLUMBIA
MAILING ADDRESS: 122 WEST 42nd AVENUE, VANCOUVER 15, B.C.

24 HR. TELEPHONE
325-8846
325-5411

JUL 15 11 39 AM '77

JS

RECEIVED
MINISTER OF TRANSPORT

OFFICIAL FILE

9154

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Minister of Transport
House of Commons, Ottawa, Ont.,

July 11th, 1977.

RE: THE GULF MASTER.

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Yours truly.

Independent Towboat Owners Association of B.C.

L.W. Higgs
President.

P.H. Bamford

Per: P.H. Bamford

cc: Canadian Merchant Service Guild
cc: Council of Marine Carriers
cc: Canadian Coast Guard: H.O. Buchanan
cc: To All Members.

Reply sent to Mr. Cuthbertson for Sig 7/8/77

000503

Mr. L.W. Higgs,
President,
Independent Towboat Owners Association of B.C.,
122 West 42nd Avenue,
Vancouver, B.C.

Dear Mr. Higgs:

Re: "GULF MASTER"

I refer to your letter of July 11, 1977, in which you urged that the wreck of the "GULF MASTER" be raised by the Department now that it has been located.

As you are undoubtedly aware, an exhaustive but unsuccessful attempt was made under contract to locate the "GULF MASTER" during the months of February and March, 1968, using a Proton magnetometer, bottom profiling sonar and underwater closed circuit television. On seventeen occasions, divers went down to carry out visual surveys of the seabed.

In our experience, not too much has been learned as to the cause of a sinking by raising the wreck. This holds true of the "EMERALD STRAITS" and the "HARO STRAITS", both of which were salvaged and subsequently scrapped. Moreover, a very intensive underwater examination of the American Great Lakes upper laker "EDMUND FITZGERALD" by remote controlled television cameras * did nothing to determine the cause of that particular casualty.

Bearing in mind the financial restraints under which we are operating, the small likelihood that raising the "GULF MASTER" would establish the cause of her loss, we cannot at this juncture justify the expenditure of the large sums such an operation would require.

* AFTER SHE SANK ON LAKE SUPERIOR

In our experience not much information has been gained by the salvage of wrecks - Some of which have been damaged in the raising operation

Canadian Merchant Service Guild
Attention: Captain Davis

Re: m.s. "GULF MASTER"

In your letter of May 26, 1977, in which you request an underwater survey of the subject vessel, the second paragraph of your letter makes reference to like vessels built and still operating on the B.C. coast.

We have examined our records and find that a sister vessel, "GULF WARRIOR", is sailing and a similar vessel, m.s. "SWIFTSURE VII", is also operating. We find there are a number of similar vessels but designed by different naval architects, among which vessels are motorships "GULF MURIEL", "GULF DIANE", "ROSARIO STRAITS", "MALASPINA STRAITS" and "GEORGIA STRAITS". There might be others but the foregoing will suffice as examples.

Since the loss of the "GULF MASTER", there have been regulations brought into effect that upgraded the hull structure to provide means of preventing downflooding and all certificated tugs have achieved compliance with the regulations to the required degree. With the tugs quoted in the previous paragraph, because of the steel construction, compliance with the downflooding regulations has been to the letter of the regulations. Therefore, the construction of the tugs that are sailing is no longer similar to that of the "GULF MASTER".

In view of the foregoing and the unlikely possibility that any information could be gleaned from an underwater survey of the tug which might lead to improved safety conditions for existing vessels, I am loath to recommend the expenditure of public funds. I have sent copies of both your letter and this reply to Mr. W.A. O'Neil, Commissioner, Canadian Coast Guard.

H.O. Buchanan

COPY

DEPARTMENT OF TRANSPORT
GOVERNMENT OF CANADA
PRESS RELEASE

NO. 11-68

FOR RELEASE
January 30, 1968

DEPARTMENT OF TRANSPORT LETS CONTRACT TO VANCOUVER FIRM TO SEARCH FOR AND INSPECT SUNKEN TUG "GULF MASTER"

OTTAWA - A contract has been awarded by the Department of Transport to Canadian Diving Service, Vancouver, B.C., to locate and inspect the sunken tugboat "GULF MASTER", which sank from unknown causes January 11, 1967, in the vicinity of White Islets, Strait of Georgia, it was announced today by Transport Minister Paul Hellyer.

All crew members lost their lives in the tragedy. One of them, Rodney Edward Seymour, of Mission City, B.C., was picked up by an RCAF Search and Rescue helicopter but died in hospital at Sechelt, B.C., without regaining consciousness. The master of the vessel, Forrest Anderson of Coquitlam, B.C., and the other of his crew were not found. The other men were engineer Richard McPhail, of North Vancouver; deckhand Robert Ayotte of Point Roberts, Washington, U.S.A.; and deckhand Edmund Poirier, of Vancouver.

The department's decision to undertake the search for the missing vessel comes following extensive but unsuccessful efforts by her owners to locate the ship. The department is determined to find out, if it is possible to do so, the cause of the sinking in order to throw light not only upon the "GULF MASTER" incident, but also on other sinkings that have involved steel tugs.

A preliminary inquiry conducted by the Department of Transport shortly after the incident indicated the "GULF MASTER" had probably sunk suddenly and without warning between 2 p.m. and 2:30 p.m. on January 11. There appeared to have been no radio distress messages sent from the tug.

The contract covers a search of the ocean floor in the area in which the tug is believed to have gone down. Special diving equipment and underwater cameras will be used in the attempt to locate the sunken vessel and determine what caused it to sink.

Ref.: K.M. Parks
Information Services
992-3714

COPY

Government of Canada | Gouvernement du Canada

ACTION REQUEST | **FICHE DE SERVICE**

TO – À

CAPT. W. A. W. CATTANUS

[redacted], OTTAWA

FILE NO. – *DOSSIER N°*

DATE

FROM – *DE*

DSSS, VANCOUVER

- [ ] PLEASE CALL / *PRIÈRE D'APPELER*
- [ ] WANTS TO SEE YOU / *DÉSIRE VOUS VOIR*
- [ ] WILL CALL AGAIN / *DOIT RAPPELER*

TEL. NO. – *NO DE TÉL.*

EXT. – *POSTE*

DATE

TIME – *HEURE*

CALL RECEIVED BY / *MESSAGE REÇU PAR* ▶

- [ ] ACTION / *DONNER SUITE*
- [ ] COMMENTS / *COMMENTAIRES*
- [ ] MAKE / *FAIRE* _____ COPIES

- [ ] APPROVAL / *L'APPROBATION*
- [ ] DRAFT REPLY / *PROJET DE RÉPONSE*
- [ ] SIGNATURE

- [ ] NOTE & RETURN / *NOTER ET RETOURNER*
- [ ] NOTE & FORWARD / *NOTER ET FAIRE SUIVRE*
- [ ] NOTE & FILE / *NOTER ET CLASSER*

MINISTÈRE DES TRANSPORTS
Ministère des Transports
RECEIVED
JUN 1 [redacted]
RECEIVED
Pacific & Western MARITIME REGION
REGIONAL ARCHIVES

Re "GULF MASTER"

You may be interested in the attached

A. E. Burnett

000507

7540-21-868-3907

RECORDS

SUN MAY 19, 1977

0704-669

1967 tug in which 5 died located in Sechelt waters

By PETE McMARTIN

The Gulf Master, the tug that mysteriously sank off the Sechelt Peninsula 10 years ago taking the lives of five crew members, has been located.

A joint effort by Can-Dive Services Ltd. and Santa Rita Dive Charters Ltd., a boat charter firm located the 66-foot Gulf Master off the White Islets two weeks ago in 560 feet of water.

The White Islets are a tiny cluster of rocks four miles off the coast of the Sechelt Peninsula, directly south of the town of Sechelt.

The sinking of the Gulf Master Jan. 11, 1967, baffled the experts.

She had a steel hull and was almost new. The boat had the latest in safety equipment, radio-telephone and navigation aids. Crew members — none of whom survived the sinking — had never complained of lack of stability in the boat's design.

Seas were usual for January. No storm warnings had been posted. She was in familiar waters, proceeding on a routine voyage without a tow.

The sinking of the Gulf Master capped off a series of tugboat accidents in B.C. waters in the 1960s. Several marine unions, concerned for the safety of their members, pressed for an investigation to find out why the tug went down.

Aris Morfopoulos, special projects coordinator for Can-Dive, said the wreck was found about a mile from the designated search area.

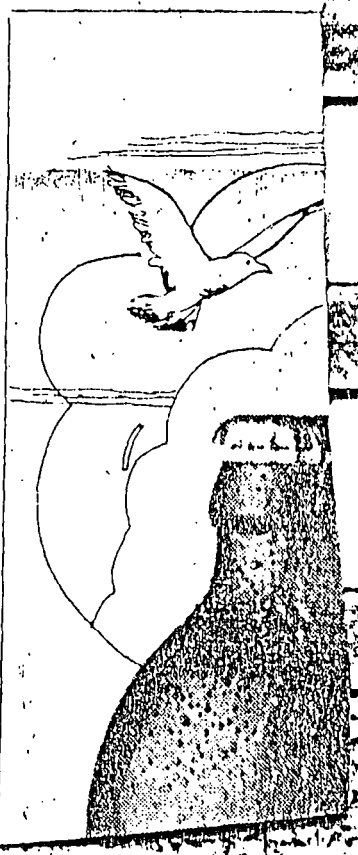
Can-Dive was involved in the original search, Morfopoulos said, and its failure to find it "stuck in the ribs. It bothered us."

Part of the problem in trying to find the wreck then, he said, was the relatively unsophisticated search equipment. Can-Dive was then using a magnetometer — a device that detects magnetic fields emanating from the sea bottom.

The magnetometer was rendered almost useless, he said, because the seabed around the peninsula contains heavy iron ore concentrates which give off a magnetic field.

This time, Can-Dive used a recent invention called a side-scan sonar, Morfopoulos said. This equipment gives an electronic silhouette of the sea bottom and renders a more perfect relief of the terrain.

The outline of the Gulf Master showed up perfectly on the flat sea bottom, he said.



VANCOUVER SUN MAY 19, 1977

PROVINCE MAY 20 1977

Locating of sunken tugboat may end a 10-year mystery

A steel tug that disappeared off the Sunshine Coast 10 years ago has been found, but the reason the hard-luck ship sank is still a mystery.

Aris Morfopoulos of Can-Dive Services, North Vancouver, said Thursday the 66-foot Gulf Master owned by Riv-Tow Marine Ltd. was found in 560 feet of water off the White Islets, about half-a-mile from the original search area.

The sinking of the Gulf Master on Jan. 11, 1967, in heavy seas that claimed the lives of all five crewmen has baffled experts. Two other modern steel-hulled tugs — the Black Fir and the Mainland Prince — also sank along the coast about the same time.

Morfopoulos said the tug was found after a 2½-day search with the use of equipment developed since the sinking. A mini-submarine and sidescan sonar — which gives an electronic silhouette of the sea bottom — were used to locate the Gulf Master in the muddy water.

Can-Dive, which took part in the original search that also involved the navy, hopes to get the salvage rights.

The $250,000 Gulf Master was a hard-luck ship. She was three years old when she went down. No distress signal was received from the ship, which was returning to Vancouver from farther up coast with radar and mechanical trouble.

Four of the Gulf Master's crew were lost without a trace. The fifth crewman, Rodney Seymour, was found drifting at sea on a life raft but died before he could reveal the details of the ship's sinking.

The year before, the tug had serious engine trouble which climaxed when the diesel engine exploded off Point Atkinson, injuring a crewman.

The tug's steering wheel was taken from the old CPR coastal steamer Princess Mary which was dismantled 15 years earlier. The Mary's hull was converted into a barge that sank in April, 1965, in heavy seas off the Alaska Panhandle, dragging down the Vancouver tug Chelan and its 14-man crew.

The Princess Mary's superstructure was luckier. Transformed into a dry land vessel she is now one of Victoria's most popular restaurants.

Marriage contract making comeback

VICTORIA (CP) — Attorney-General Garde Gardom said Thursday he is planning amendments to family law that would include a revival of the marriage contract.

Gardom said he intends to introduce the idea of optional contracts between husband and wife at the time of marriage, which would provide the basis for property division should the marriage break up

He said people already married would have the option of entering into such a contract. The amendments will be introduced soon after the legislature reconvenes, he said.

Province
FOURTH SECTION
Friday, May 20, 1977

N. Van divers crack sunken tug mystery

By Noel Wright

A Vancouver diving firm has finally solved the decade-old riddle of a local maritime tragedy—but the authorities concerned seem, so far, to be surprisingly uninterested.

Can-Dive Services Ltd. of North Vancouver announced last week that they have located and identified the wreck of the steel-hulled tug "Gulf Master," which sank mysteriously off the Sechelt peninsula some 10 years ago with the loss of five lives.

The 66-foot tug was located in the vicinity of White Islets, [illegible] t two miles off Mission Point, Sechelt in 560 feet of water. The location is approximately half a mile outside the area previously searched by Can-Dive shortly after the sinking. The earlier search was conducted under contract to the Ministry of Transport.

Working on a joint venture basis with Santa Rita Dive Charters Ltd. (also of North Vancouver) from the 75-foot vessel "Santa Rita," Can-Dive used side-scan sonar, underwater television and the submersible "Sea Otter" in their successful effort.

The cause of the sinking, which happened in minutes, could not be determined in the short mini-sub dive made to verify the identity of the "Gulf Master." A separate object was seen 100 feet off to the side of the wreck, but could not be identified from the sonar chart.

Phil Nuytten, president of Can-Dive, said the companies had conducted the search —estimated to have cost $30,000—at their own expense. Further action now depends on whether the appropriate authorities, primarily the Ministry of Transport and the Marine Guild, ask Can-Dive to investigate the cause of the sinking.

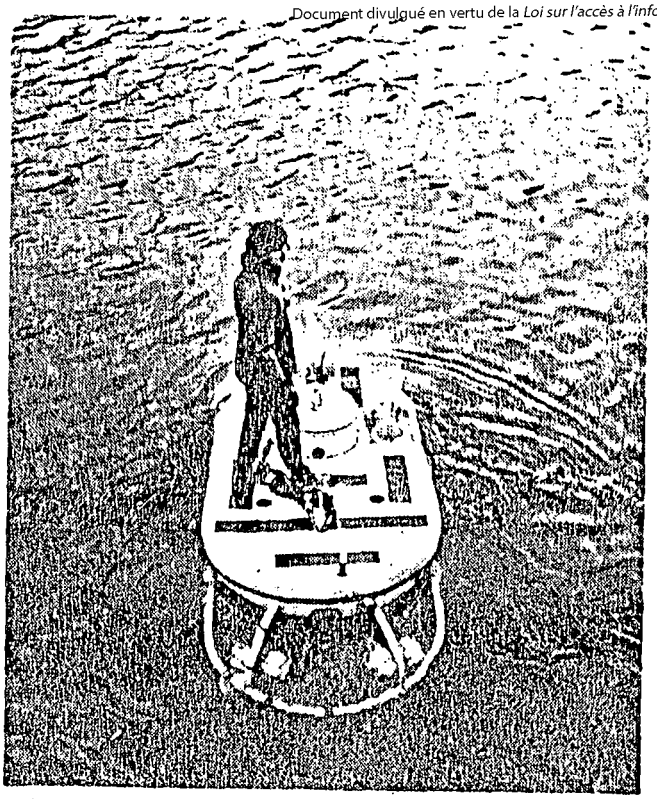
"Frankly," said Nuytten, "we've been a little surprised by their attitude to date. The reaction on telling them of our discovery seemed to be 'so what?'"

A more thorough underwater survey would be needed to determine whether it would be worthwhile to attempt to raise the vessel. Nuytten explained that it might be possible to establish the cause of sinking without bringing the "Gulf Master" to the surface, and doubted whether the tug would have any worthwhile salvage value at this date.

"We spent the money because we wanted to prove we could do it," said the Can-Dive president, "but for further work we'd be looking to a contract from the ministry."

Meanwhile, Can-Dive—which specializes in all types of underwater search and investigation—is also planning to renew the search for the four chlorine-filled railcars that fell from a barge off Texada Island three years ago.

"We desperately want to find them because of their potentially lethal contents," said Nuytten. "During the past couple of years or so we've been successful in locating every wreck we've gone after."



THREE-MAN SUBMERSIBLE as used in locating the sunken tug "Gulf Master." The minisub can descend to a depth of 1500 feet.

THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER

PUBLIC HEARING ZONING BY-LAW

TAKE NOTICE that the Council for The Corporation of the District of North Vancouver will hold a Public Hearing in the Municipal Hall, 355 West Queens Road, North Vancouver, B.C., on Monday, May 30th, 1977, commencing at 7:30 p.m. under the provisions of the Municipal Act, to consider the following:

BY - LAW 4936 (Applicant: English Diesel Ltd.)

LOCATION: 1523-1525 Columbia Street (Lot C(Explanatory Plan 8956), Block 36, District Lot 204, Plan 1340)

PROPOSED AMENDMENT: provision of a siting area through change to the Plan Section of the Zoning By-law

PURPOSE: to permit the construction of a two-unit industrial building

COPIES of the proposed amendment may be inspected at the Municipal Hall between the hours of 8:30 a.m. and 4:30 p.m. from May 18th, 1977 to May 30th, 1977.

C.E. Davis
Municipal Clerk

DATED at North Vancouver, B.C.
this 18th day of May, 1977.

Transport Canada Transports Canada

MESSAGE

FILE NO. DOSSIER Nº ▶ 9704-823 ✓9704-669 9704-753 9456-72-1

DATE December 11 19 74

COMPLETE THIS SECTION-REMPLIR CETTE PARTIE

FOR COMMERCIAL MESSAGES CHARGE ONLY | POUR MESSAGES COMMERCIAUX UNIQUEMENT

CHARGE TARIF ▶ 2-200-56101

MR. P.C. WOODWARD
GENERAL MANAGER OF BRITISH COLUMBIA SAFETY COUNCIL
1477 WEST PENDER STREET
VANCOUVER B.C. V6G 2S6

IN REPLY TO YOUR CABLE OF DECEMBER FOURTH TO THE MINISTER PLEASE BE ADVISED THAT COPIES OF THE TRANSCRIPT OF THE FORMAL INVESTIGATION INTO THE LOSS OF THE "EMERALD STRAITS" CAN BE OBTAINED FROM THE OFFICIAL COURT REPORTERS 6TH FLOOR VANCOUVER BLOCK 736 GRANVILLE STREET VANCOUVER 2 B.C. COPIES OF THE TRANSCRIPT OF THE FORMAL INVESTIGATION INTO THE LOSS OF THE "HARO STRAITS" CAN BE OBTAINED FROM B. PROUSE REPORTING SERVICES 33 CASTLE KNOCK ROAD TORONTO 305 ONTARIO. COPIES OF THESE TRANSCRIPTS ARE THE COPYRIGHT OF THE COURT REPORTING SERVICES. THE INVESTIGATION INTO THE LOSS OF THE "GULF MASTER" WAS A PRELIMINARY INQUIRY AND THE EVIDENCE GIVEN IS PRIVILEGED TO THE MINISTER. HOWEVER A STATEMENT ON THE OCCURRENCE IS IN THE POST ADDRESSED TO YOU.

Original Signed by
G. W. R. Graves

G.W.R. GRAVES
DIRECTOR, MARINE SAFETY

38-0014
6-73

COMMUNICATION CENTRE - CENTRE DE TÉLÉCOMMUNICATIONS

9704-823
9704-669
9704-753
9456-72-1

Ottawa KIA ON7,
December 11, 1974.

Mr. P.C. Woodward,
General Manager of British
Columbia Safety Council,
1477 West Pender Street,
Vancouver, B.C. V6G 2S6

Dear Mr. Woodward:

Re: Tug "GULF MASTER"

As promised in our replying cable of today's date, I forward for your information a copy of a statement of facts issued regarding the loss of this vessel.

Yours truly,

Original Signed by
G. W. R. Graves
G.W.R. Graves
Director
Marine Safety

Encl.
BDT:DM

2-4-130

DEC 5 8 19 AM '74

RECEIVED
MINISTER OF TRANSPORT

CNCPTEL OTT TF+
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CNCPTEL OTT TF+
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OFFICIAL FILE

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⊠QJF400(041723)
PFB013 IVA706 VA0131 NLCRT VANCOUVER BC 04
HON. JEAN MARCHAND MINISTER OF TRANSPORT
OTTAWA ONT
BT
WILL YOU KINDLY ARRANGE TO HAVE COPY OF FULL TRANSCRIPT OF THE MINISTRY'S INVESTIGATIONS INTO THE SINKINGS OF TUGS GULF MASTER, EMERALD STRAITS AND HARO STRAITS IN BC COASTAL WATERS MAILED TO COUNCIL. NEED URGENTLY AND WOULD MUCH APPRECIATE EXPEDITING
P C WOODWARD BC SAFETY COUNCIL

Dept. of Transport
RECEIVED
DEC 16 1974
Marine Invest. & Wrecks

RECEIVED
DEC 5 1974
OFFICE OF THE
DEPUTY MINISTER
TRANSPORT

CNCPTEL OTT TF+
MOT MIN OTT

EXAMINATION OF
LIFE RING
FROM S.S. GULF
MASTER

FILE 9704-669

PA

EXAMINATION

OF LIFE RING FROM

S.S. GULF MASTER

CANADA

Department of Public Works | **Ministère des Travaux publics**

Testing Laboratories,
Riverside Drive,
Ottawa 8, Ontario.

November 19, 1968

your file / votre dossier 9410-5 (MRIH)
our file / notre dossier 31-2-53

Capt. P.F. Batten,
Steamship Inspector,
Marine Regulations Branch,
Department of Transport,
Ottawa, Ontario.

Dear Sir:

RE: Examination of Life Ring from S.S. Gulf Master

As requested in your letter of September 11 1968, we have examined the life ring from the S.S. Gulf Master to obtain information as to the cause of its present appearance and to ascertain if this appearance had been caused by oil, fire, or immersion in deep water.

The results of the examination are attached.

Yours very truly,

R. Ferguson
for N.E. Laycraft,
Chief,
Testing Laboratories.

Attached(1)

Department of Public Works
Testing Laboratories
Ottawa, Ontario

Examination

Of Life Ring

From

S.S. Gulf Master

November, 1968

FILE NO.: 31-2-53

TABLE OF CONTENTS

INTRODUCTION

The S.S. Gulf Master was lost with all hands on the B.C. coast in January, 1967 without there being any evidence as to the cause of the disaster. In the summer of 1968 a life ring from the ship was found and this ring was submitted to us by the Department of Transport with a request that an investigation be made to determine if the appearance of the ring was due to damage by oil or fire and whether the ring had been subjected to pressure as a result of immersion in deep water. This report details the work carried out and the results obtained.

SAMPLES

The following samples were examined;

(a) Life ring from the S.S. Gulf Master; Lab. No. 19,053/Y, 30 inch diameter, D.O.T. Approval No. 14-3, manufactured by Monsanto Canada Ltd.

(b) Life ring; 24 inch diameter, D.O.T. Approval No. 14-4, manufactured by Monsanto Canada Ltd., referred to in this report as "new" ring, used for comparative purposes as its properties were expected to be very similar to those of the Gulf Master ring as manufactured.

PROCEDURE

The Gulf Master ring was examined as received both visually and microscopically. Visually, the ring was examined for color, appearance, etc. and photographs were taken. Microscopic examinations were made of the surface paint film, as well as of the cell structure immediately below

. . . 2

this film, and photomicrographs were made. Various compression tests were conducted and the degree of recovery measured. A chemical analysis of the surface stain was carried out and a section of the ring was placed in water under high pressure and the effects observed.

Similar tests were conducted on the "new" ring. In addition, the "new" ring was subjected to accelerated weathering and high temperature in order to ascertain if exposure to these conditions would result in duplication of the surface appearance of the Gulf Master ring.

RESULTS

Visual examination showed the surface of the Gulf Master ring to be covered with a dark brown stain in a regular mottled pattern. The surface was alligatored and the ring showed an appreciable (approximately 10%) shrinkage as was evident from the looseness of the pins to which the rope was attached. (See Figures 1 and 3, Appendix I).

Microscopic examination of the paint on the Gulf Master ring showed fine cracks, particularly in the hollows of the alligator pattern, while a cross-section examination showed the paint film to be of uniform thickness and the cell structure just below the surface to have a compressed oval appearance. (See Figures 5 and 7, Appendix I).

The stain on the surface was soluble in alcohol and in dilute hydrochloric acid; chemical and infra-red analysis showed the material to consist primarily of organic matter with 1-2% iron. While a positive identification of the organic material could not be made, there was

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definitely no indication of carbonaceous matter such as would result from burning nor of petroleum-based material. On the basis of this work, and as stains are known to be caused by water immersion, we feel that the surface stain on the ring resulted from immersion in water for a considerable length of time.

Exposure of the "new" ring to high temperature (surface temperature of 300°F under an infra-red heat lamp for 30-45 minutes) caused splitting of the paint film and melting of the underlying foam. These results in no way resembled the surface alligatoring of the Gulf Master ring, and it was concluded that heat was not the cause of this surface appearance.

Exposure of the "new" ring to 15 cycles accelerated weathering in an Atlas Twin-Arc Weatherometer did not result in alligatoring or any other appreciable change and weathering was therefore considered not to have been a factor in the condition of the Gulf Master ring.

Confined and unconfined compression tests (See Tables 1 and 2, and Graph) of foam from both the Gulf Master and "new" rings showed approximately the same stress at equivalent strain; however the recovery from compression is slightly higher for the Gulf Master foam, suggesting that this ring had already undergone compression with resulting permanent deformation. It is noteworthy that the length of time that the foams are compressed is a very important factor, as samples held at a comparatively low compression for 7 days show a smaller recovery than those which are highly compressed but released immediately.

The tests in which sections of the Gulf Master and "new" rings were immersed in water at 150 p.s.i. for 3 days were probably the most

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significant in terms of information obtained. Sections of both rings (4 in. - 8 in. long) were placed under water in a large compression chamber of a Triaxial Soil Testing Machine and subjected to 150 p.s.i. for 3 days. The condition of the samples was observed while they were under pressure and 24 hours and 7 days after they were removed from the chamber.

The Gulf Master section compressed very substantially (60-70%). The surface folded in a manner tending to make the brown stain come together and obliterate the white alligator pattern. When the pressure was released the section expanded to regain its original appearance. It would appear, therefore, that the stain was deposited while the ring was under pressure and that the degree of contraction was somewhat equivalent to that produced by 150 p.s.i. for 3 days.

In the case of the section of the "new" ring there was a similar high degree of compression and folding of the surface. After release of the pressure the surface remained in a wrinkled condition (See Figure 6, Appendix I), which was unchanged after 7 days recovery and which, while not identical to that of the Gulf Master ring, nevertheless showed many similarities. The differences are thought to be due to the fact that complete rings could not be pressure-tested and that the length of the test was much shorter than the period for which the Gulf Master ring may have been under water.

The section of "new" ring 24 hours and 7 days after release from pressure showed a significant amount of non-recovery which is evident in Figure 2 and 4, Appendix I). The surface showed some cracking of the

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paint (See Figure 6, Appendix I), which was not dissimilar to the cracking observed on the Gulf Master ring as received, particularly in the hollows of the alligator pattern.

The effect of pressure on the cell structure of the "new" ring is shown in Figures 8 and 9, Appendix I, where it is evident that the cells in the pressurized sample have flattened and taken on an appearance somewhat similar to that of the cells of the Gulf Master ring as received (See Figure 7, Appendix I).

TABLE I

UNCONFINED COMPRESSION TESTS ON 1 INCH CUBES

Pressure Required for:	Gulf Master Life Ring	"New" Life Ring
10% Compression	40 p.s.i.	30 p.s.i.
20%	41 p.s.i.	40 p.s.i.
30%	42 p.s.i.	44 p.s.i.
40%	52 p.s.i.	51 p.s.i.
50%	63 p.s.i.	62 p.s.i.
60%	82 p.s.i.	81 p.s.i.
70%	125 p.s.i.	124 p.s.i.
80%	250 p.s.i.	240 p.s.i.
Recovery of Samples Held at 25% Compression for 7 days:		
1. After 2 days Recovery	93%	94%
2. After 7 days Recovery	96%	94%
Recovery after 7 days of Samples held at 80% Compression For 1 minute.	99%	97%

. . . 6

TABLE 2

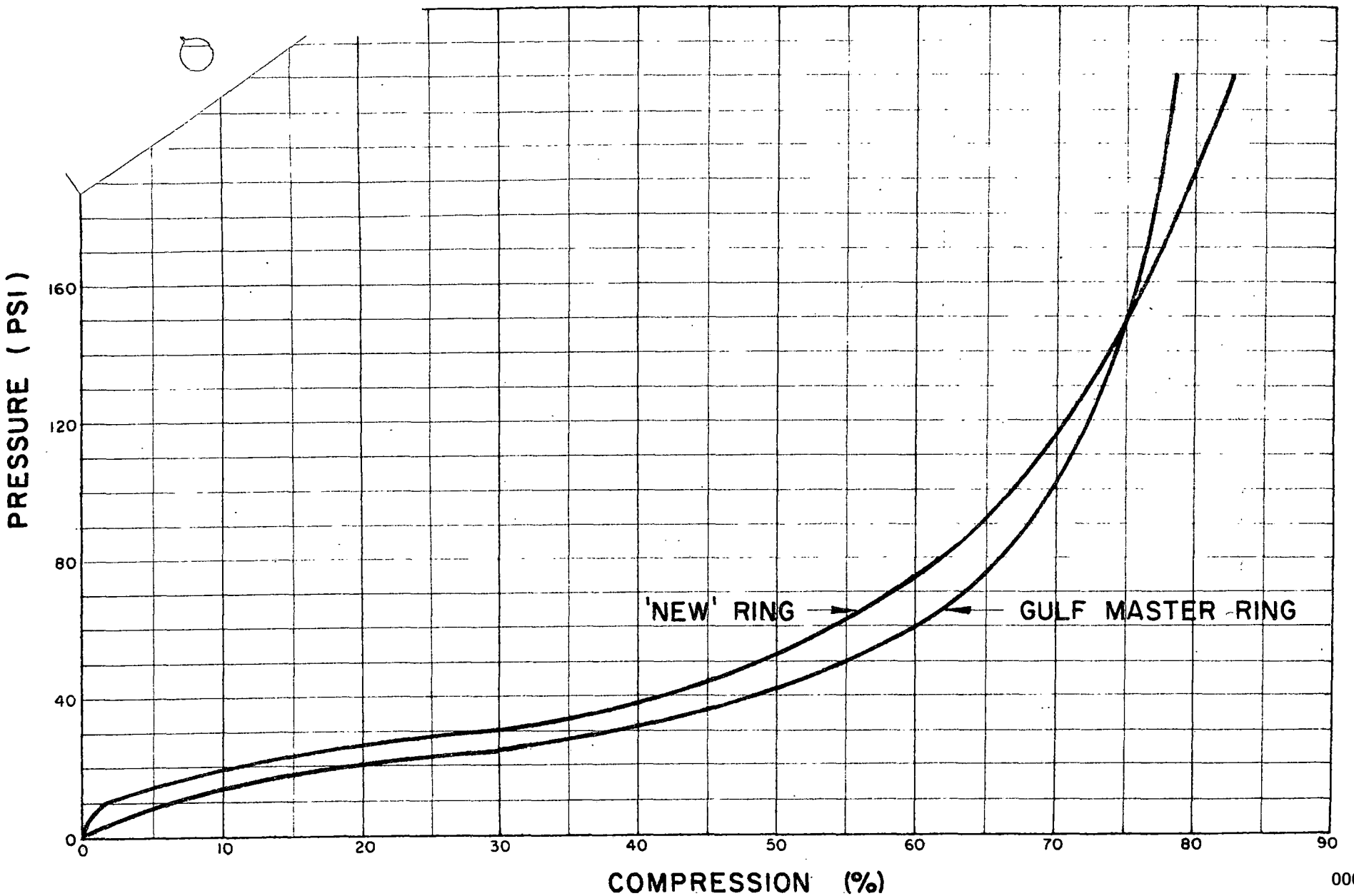
CONFINED (COMPRESSION CHAMBER) COMPRESSION TESTS ON 4 X 2 X 2 INCH BLOCKS

Pressure Required For:	Gulf Master Life Ring	"New" Life Ring
10% Compression	15 p.s.i.	18 p.s.i.
20%	20 p.s.i.	25 p.s.i.
30%	25 p.s.i.	30 p.s.i.
40%	32 p.s.i.	38 p.s.i.
50%	40 p.s.i.	50 p.s.i.
60%	58 p.s.i.	73 p.s.i.
70%	100 p.s.i.	118 p.s.i.
75%	160 p.s.i.	150 p.s.i.
80%	280 p.s.i. (Projected)	230 p.s.i.(Project
Recovery of Samples Held at 75% Compression for 7 days:		
1. After 2 days Recovery	92%	90%
2. After 7 days Recovery	95%	93%

. . . 7

COMPRESSION TO PRESSURE IN LIFE RING FOAMS

2" X 2" Blocks in Triaxial Compression Machine)



CONCLUSIONS

All the test results lead toward the conclusion that the condition in which the life ring from the S.S. Gulf Master was received was due to fairly extended immersion in a considerable depth of water. The points to be considered are: the brown surface stain, the alligatoring and cracking of the paint film, and the shrinkage of the foam. The analysis of the stain showed that it did not result from fire or oil damage and water staining appeared to be the only likely cause. The other effects could not be duplicated on a new ring by heat or weathering but were approached quite closely through application of pressure.

It is not possible to estimate either the depth or time involved with any degree of precision. Our tests indicate that the pressure could not have been much less than 100 p.s.i. (approximately 200 ft. of water) but, on the other hand, it could have been almost any amount greater than this. The time factor is even more doubtful though we would expect that a heavy water stain would require at least several months to develop.

R. Ferguson

R. Ferguson,
Chemist,
Chemical Section.

M.B.D. Wilkins

M.B.D. Wilkins,
Sub-Section Supervisor,
Chemical Section.

R. Ferguson/dr

RELATIONSHIP OF COMPRESSION TO PRESSURE IN LIFE RING FOAMS

(4" X 2" X 2" Blocks in Triaxial Compression Machine)

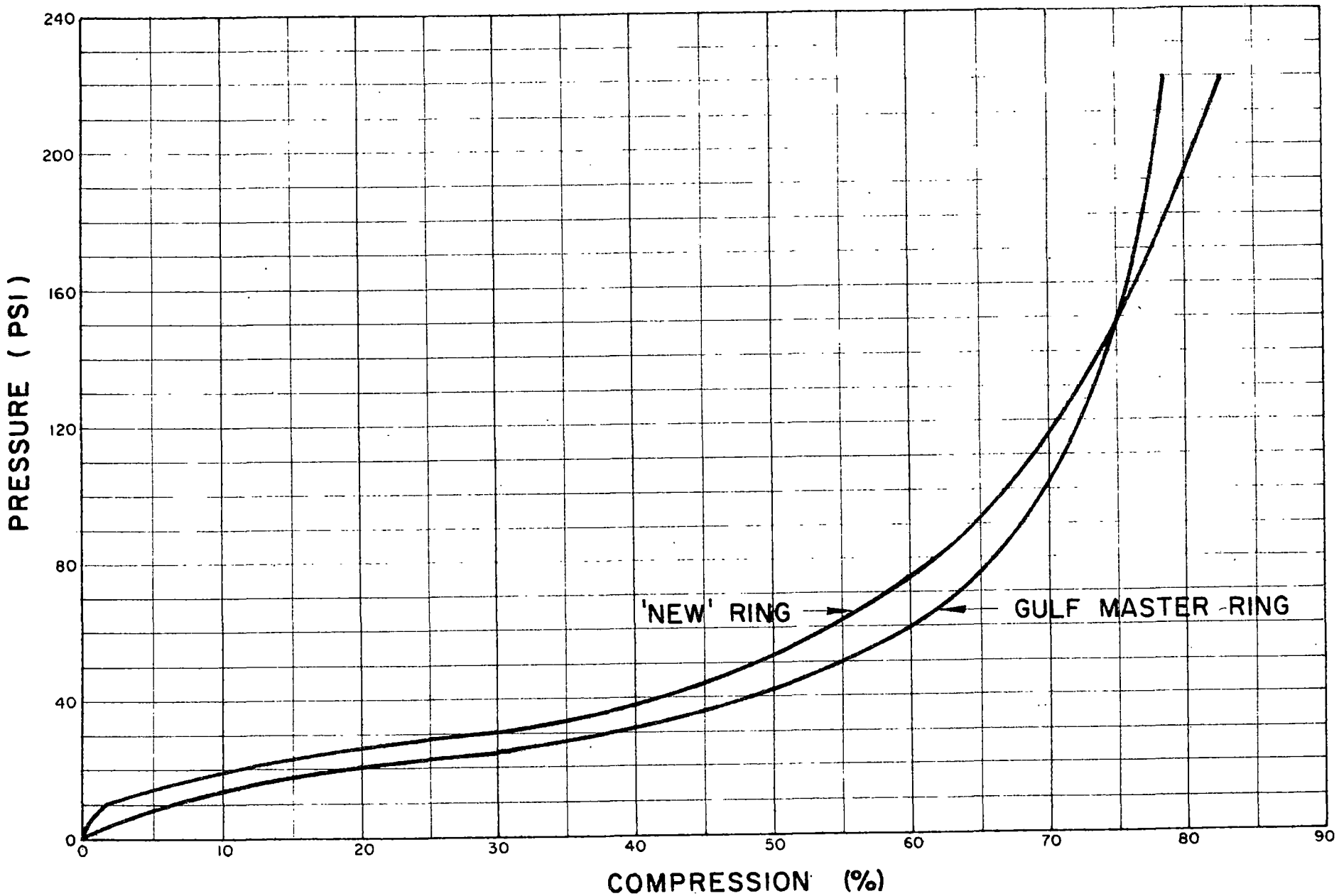
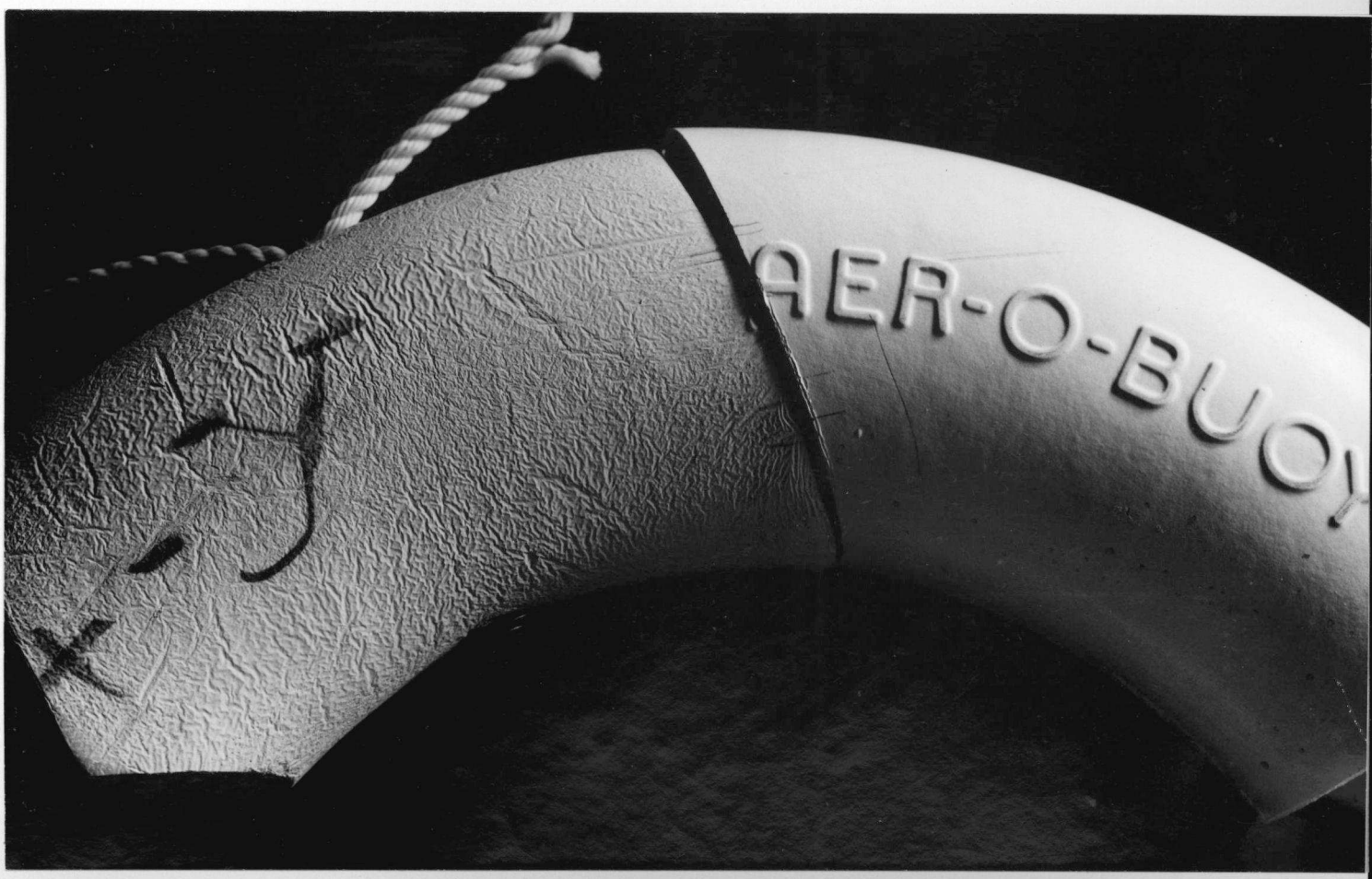


FIGURE 1

GULF MASTER LIFE RING
(AS RECEIVED)

FIGURE 2



SECTIONS OF NEW LIFE RING BEFORE (RIGHT) AND AFTER (LEFT)
PRESSURE TESTING

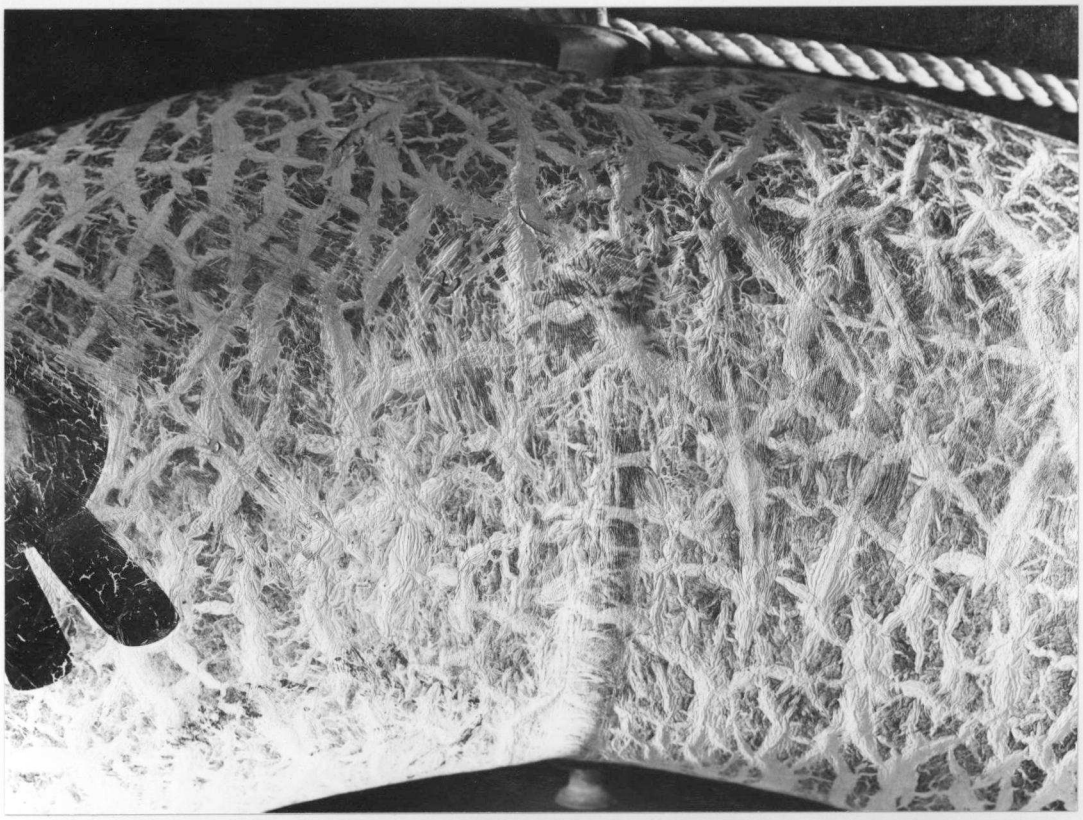


FIGURE 3: CLOSE-UP OF GULF MASTER RING (AS RECEIVED) SHOWING SHRINKAGE AROUND PIN

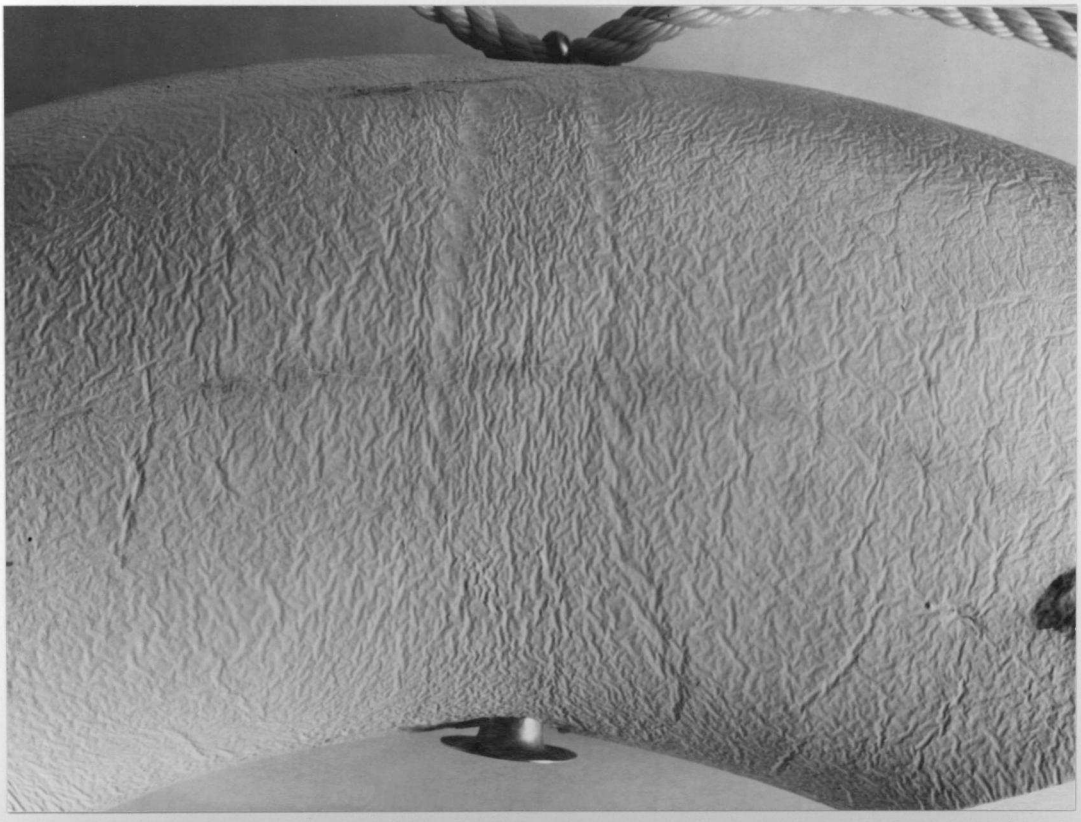


FIGURE 4: CLOSE-UP OF NEW RING (AFTER PRESSURE TESTING) SHOWING SHRINKAGE AROUND PIN

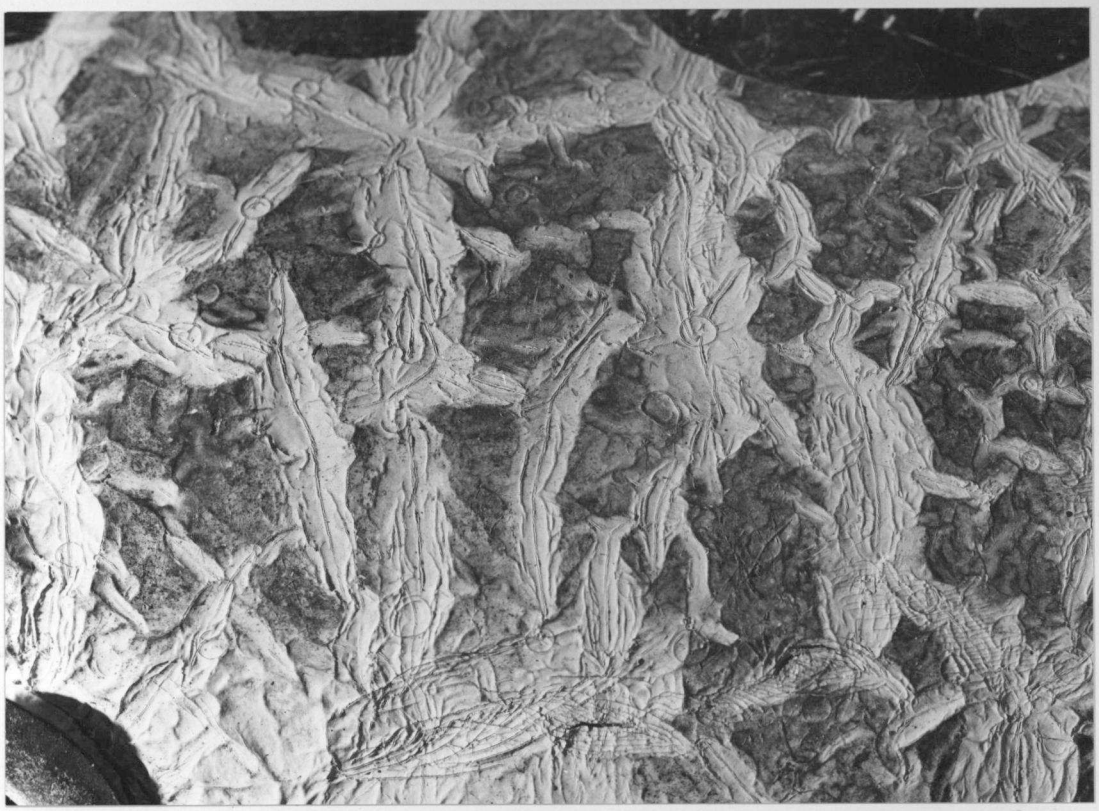


FIGURE 5: MAGNIFIED (2X) VIEW OF SURFACE OF GULF MASTER LIFE RING AS RECEIVED

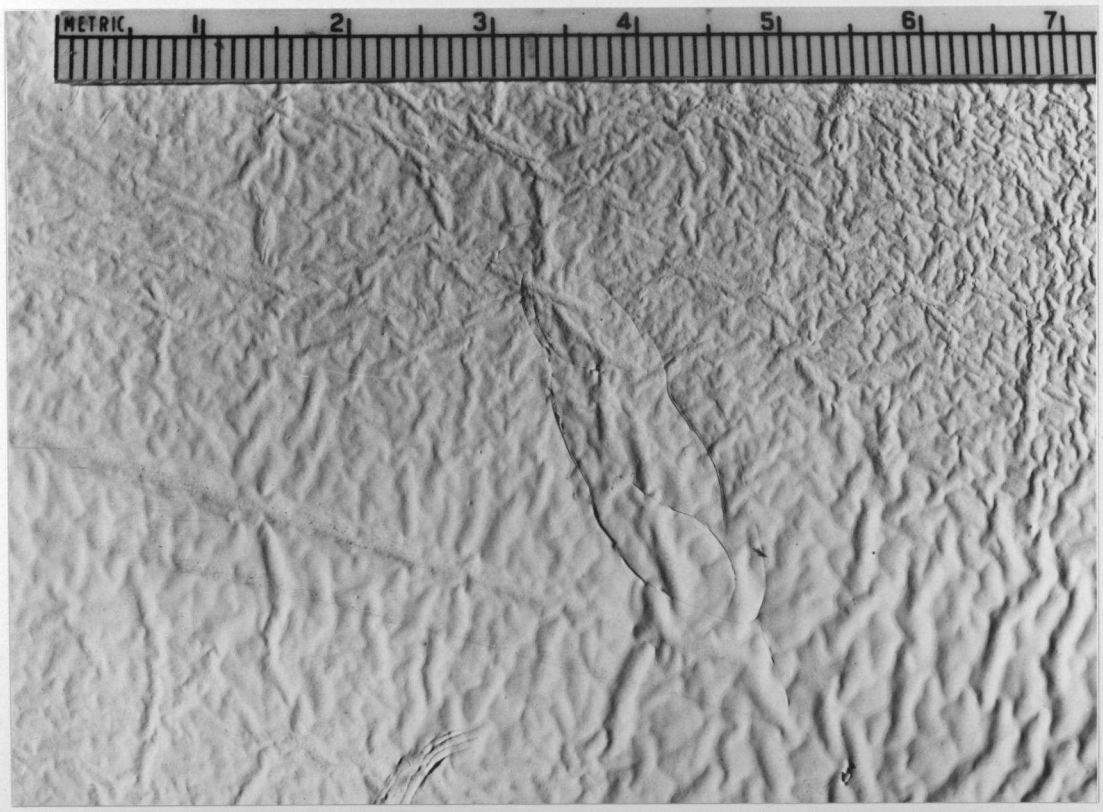
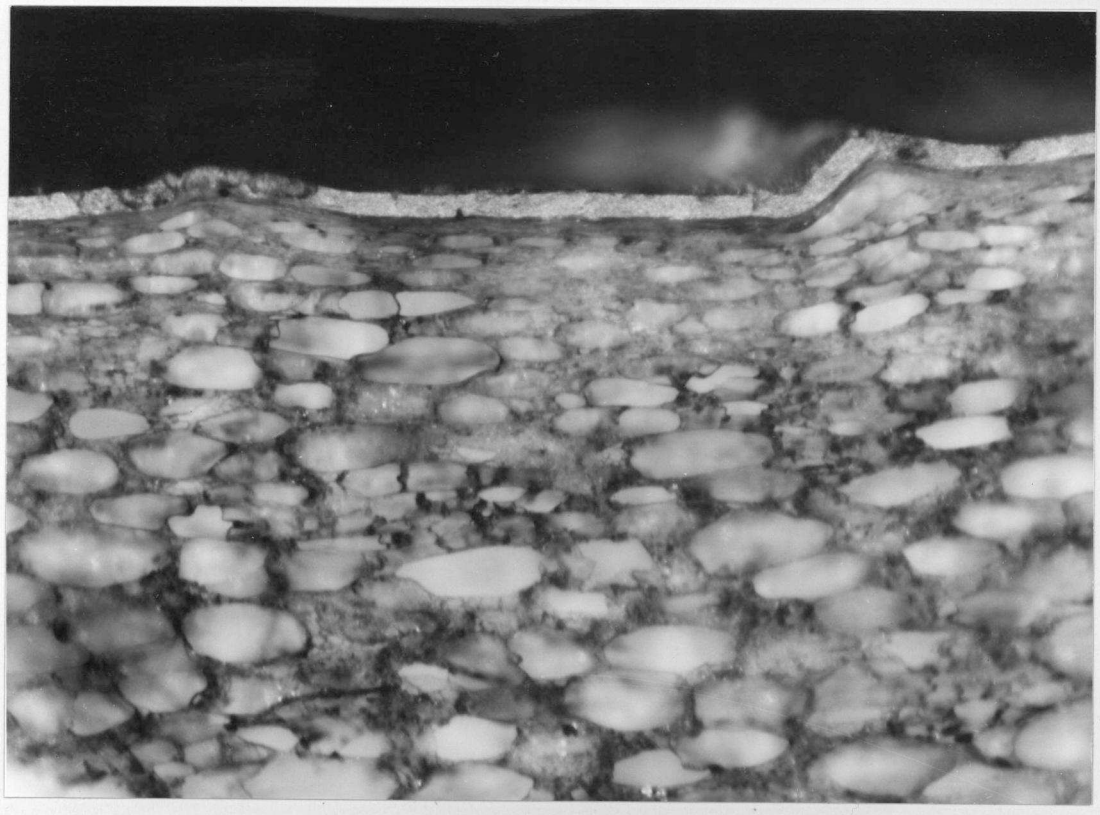


FIGURE 6: MAGNIFIED (2X) VIEW OF SURFACE OF NEW LIFE RING AFTER PRESSURE TESTING

FIGURE 7



CROSS-SECTION OF FOAM CELLS IN GULF MASTER LIFE RING (AS RECEIVED)
98 X MAGNIFICATION

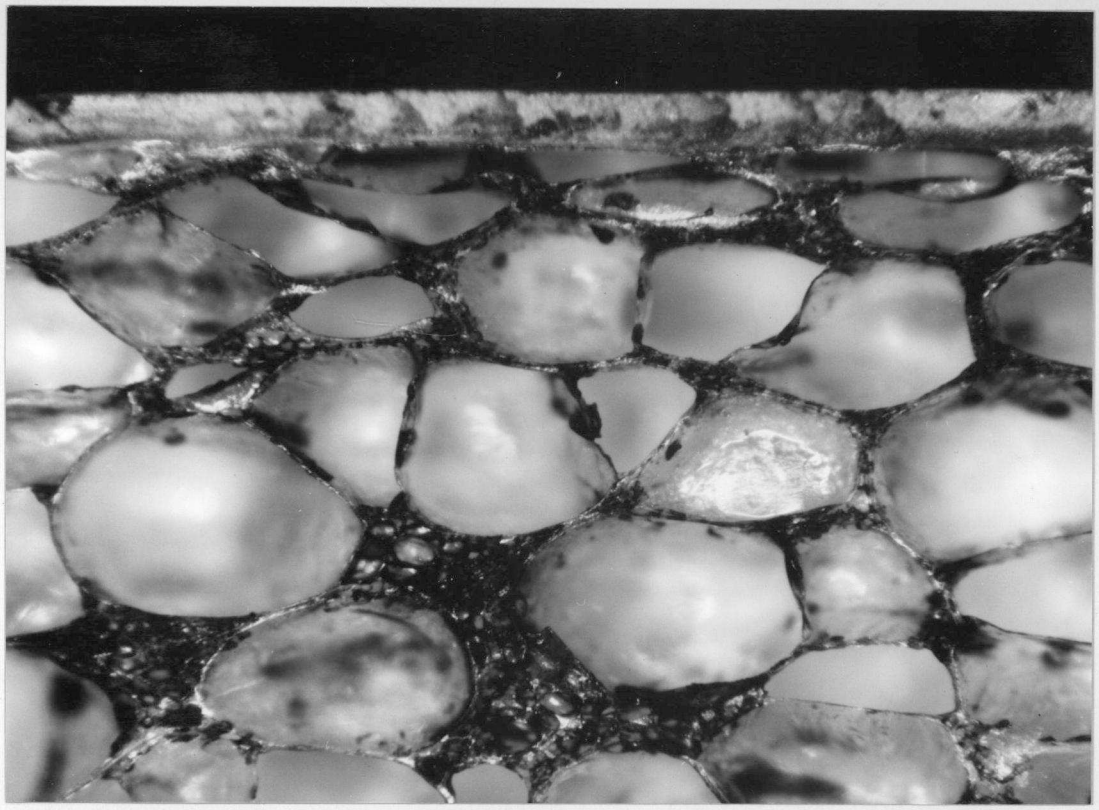


FIGURE 8: CROSS-SECTION OF FOAM CELLS IN NEW LIFE RING BEFORE PRESSURE TESTING 98 X MAGNIFICATION.

FIGURE 9: CROSS-SECTION OF FOAM CELLS IN NEW LIFE RING AFTER PRESSURE TESTING 98 X MAGNIFICATION.

9704-669 P.A.

9704-753

February 25, 1972,
Ottawa, Ontario,
K1A 0N7

Mr. R. Keith Munro,
President & General Manager,
Star Lifeline Limited,
1148 West 15th Street,
North Vancouver, B. C.

Dear Sir:

Thank you for your letter of February 3, 1972, and enclosed brochures on Search Initiator Buoys. With regard to your request for information concerning marine casualties to vessels listed in your letter, a copy of the report of formal investigation into the loss of one of them, the tug "EMERALD STRAITS" in Howe Sound on April 19, 1969, is enclosed. The circumstances surrounding the casualties to the remainder are briefly summarized hereunder.

(1) "SCOTCH FIR"

The "SCOTCH FIR", P.O.R. Vancouver, O.N. 314945, a 38-foot steel tug of 15 G.R.T., owned by Texada Towing Company Ltd. of Vancouver, foundered near Nanaimo on July 25, 1963, while on passage from Nanaimo to Paul Island, a Texada Island logging camp.

Two of the three men on board at the time lost their lives.

The probable cause of the foundering was the flooding of the vessel through an unsecured deck opening.

(2) "OCEAN STAR"

The motor fishing vessel "OCEAN STAR", P.O.R. Vancouver, O.N. 198947, a 67-foot seiner of 97 G.R.T., owned by Ocean Star Fishboat Ltd. of Vancouver, is concluded to have capsized off Quadra Island in the Gulf of Georgia, an area noted for heavy and confused seas. Gale warnings were in effect at the time. The casualty occurred on January 28, 1966.

No firm conclusions could be reached as to the cause of the casualty, there being no survivors from among the seven persons on board, and no distress calls having been received.

The capsized hull was sighted two days later and towed ashore near Oyster River, when the body of one of the victims was discovered in the living quarters.

(3) "MAINLAND PRINCE"

The "MAINLAND PRINCE", P.O.R. Nanaimo, a 39-foot tug of 15 G.R.T., owned by Mainland Marine Towing Ltd. of Mission, B.C., touched bottom in Tugboat Passage on August 30, 1966, and almost capsized, being caught in a girded position and listed over on her beam ends. Fortunately, she suddenly righted herself and the mate and deckhand who had been thrown into the water were rescued.

She was on passage from Wakeman Sound to Blind Bay with 18 sections of logs at the time of the incident.

(4) "GULF MASTER"

The "GULF MASTER", P.O.R. Vancouver, O.N. 320270, a 62-foot tug of 78 G.R.T., disappeared in the vicinity of White Islets, Strait of Georgia, on January 11, 1967, while on passage from Blind River to Vancouver. She was seen to pass close to Merry Island at about 1100 hours local time that same day, at which time she appeared to be proceeding at full speed, pitching and spraying heavily.

About two hours later, the pilot of a passing aircraft sighted a large oil slick off White Islets, considerable debris and a man clinging to a wooden life raft. A helicopter was immediately ordered to the scene and two para-rescue men jumped into the water and were just in time to rescue the survivor as he was losing his hold on the life raft. This survivor, later identified as the Mate of the "GULF MASTER", was hoisted on board the helicopter and taken to a Sechelt hospital where he died without regaining consciousness. The remaining four men who were on board at the time are missing and presumed drowned. The seas were very rough in 35 knot winds from the southeast at the time of the rescue.

Despite a prolonged and extensive search of the area, the wreck of the "GULF MASTER" was never located nor was it possible, in the absence of survivors, to determine with any certainty the cause of her loss.

(5) "PACIFIC OCEAN"

The "PACIFIC OCEAN", P.O.R. Vancouver, O.N. 189993, an 81-foot steel fishing vessel of 123 G.R.T., owned by S.& R. Fishing Ltd. of Vancouver, was abandoned off Price Island when she developed a substantial list and appeared to be in danger of capsizing, her nine man crew taking to an inflatable life raft.

Almost 1½ hours later, the crew were picked up by the American motor vessel "DUPONT" and landed the following morning at Klemtu.

The fishing vessel did not sink or capsize as had been feared but instead was blown ashore on Price Island where she was sighted from the air the following morning. At the time of the incident, the "PACIFIC OCEAN", loaded with approximately 115 tons of herring, was on route from the fishing grounds near the north end of Price Island to Vancouver. Winds gusting to 30 knots and seas were on her starboard beam when the vessel began to list.

It would appear that the list was caused by water entering the starboard after fish tank through an unsecured opening and flooding it. The vessel was subsequently refloated.

(6) "B.C. CLIPPER"

The "B.C. CLIPPER", P.O.R. Vancouver, O.N. 170421, a 58-foot fishing vessel of 67 G.R.T., owned by Stansor Fishing Company of Vancouver, caught fire and sank off Kodiak Island, Alaska, on August 10, 1969.

The fire, which broke out in the galley at about four o'clock on the morning of August 10th, soon got out of control, trapping three men who were sleeping below at the time and who were unable to get out in time despite being awakened by the shouts of the survivors. The remaining four escaped in an inflatable life raft and were subsequently rescued by the American crab-boat "PEGGY JOE", which landed them in Kodiak.

The cause of the fire could not be conclusively established.

(7) "HARMAC"

The "HARMAC", P.O.R. Nanaimo, O.N. 194631, a 33-foot tug of 9 G.R.T., owned by MacMillan Bloedell Industries Ltd., of Vancouver, capsized and sank on December 9, 1971, while towing a loaded barge to Gabrida Bluffs.

When approaching the pier, the tug commenced to swing the barge in a manoeuvre intended to reduce the forward motion of the tow and to drop it alongside the log boom and into its intended destination. While being swung on the towline, the barge now leading more or less abeam on the tug's starboard side caused her to keel over and sink.

There was no loss of life or serious injury.

(8) "MARTZ"

We have no information on this vessel.

I trust you will find the forgoing helpful.

Yours truly,

W.A.W. Catinus
Superintendent
Marine Investigations & Wreck

Encl.
WAC:DM

46721

648
592
753
632
802
764

Star Lifeline Limited

1148 WEST 15th STREET, NORTH VANCOUVER, B.C., CANADA.
PHONE (604) 988-9911 • CABLE - STARLIFE, VANCOUVER, B.C.

February 3, 1972

Captain W. Catinus,
Supervisor of Marine Accident Investigation,
Ministry of Transport,
Hunter Building,
Ottawa 4, Ontario.

Dear Sir:

We would like to receive copies of the Marine Accident Reports on the following vessels and also copies of other accident reports going back to January 1, 1965 where loss of life occurred.

Tow Boats - Gulf Master x 669 /
Mainland Prince x 648 ✓
Scotch Fir x 592 ✓
Emerald Straits x 753 ✓
Harmac x

Fish Boats- Ocean Star x 632 ✓
Martz
Pacific Ocean x 802 ✓
B.C. Clipper x 764 ✓

As we are manufacturers of Search Initiator Buoys I am enclosing 2 copies of our brochures for your information.

Yours Sincerely,
STAR LIFELINE LIMITED

R. Keith Munro

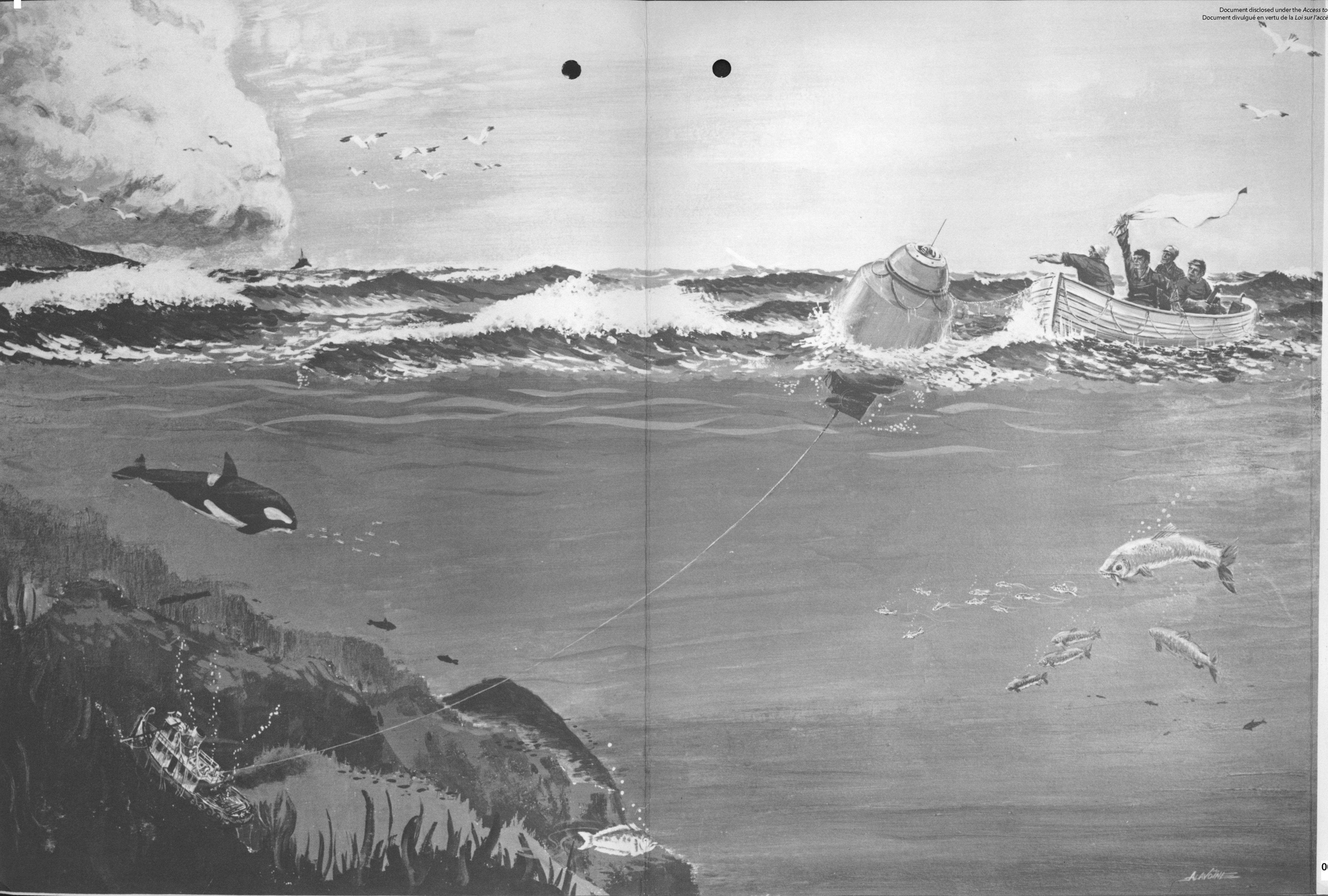
R.Keith Munro
President and General Manager

enc

LIFE SUPPORT EQUIPMENT FOR THE WORLD'S MARINE INDUSTRY

STAR LIFELINE LTD.

Life-support equipment for the World's Marine Industry



EQUIPMENT OPTIONS

STANDARD

Radio - - - - - - 121.5 MHz

Cannister - - - - - Fluoresceine L.T.S.

OPTIONAL

Radio - - - - - - 121.5 and 243.0 MHz

Cannister - - - - - 1. Fluoresceine L.T.S. and shark repellent
2. Calming Oil

LIFELONG DEPENDABILITY

Certificates of compliance are obtained from the hardware manufacturers on strength certification and material source.

Successful sea trials have been carried out and witnessed by regulatory bodies.

Quality assurance and the best materials available contribute to lasting reliability.

WARRANTY

Star Lifeline Limited warrants all models of the Search Initiator Buoys against all defects of workmanship and materials for a period of one year. Batteries are not covered by Star Lifeline Warranty, but the manufacturers' warranty is comprehensive, covering shelf life and damage resulting from leakage.

Star Lifeline Limited

1148 West 15th Street, North Vancouver, B.C., Canada

Telephone (604) 988-9911 **Cable: "Starlife" Vancouver, B.C.**

PRINTED IN CANADA

Model 3

Star Lifeline

life support equipment

SEARCH INITIATOR BUOY

The Higgs "Lifeline" Buoy, invented by Capt. W. Y. Higgs, M.S.N.A.M.E., and developed and manufactured by Star Lifeline Limited, North Vancouver, B.C., is an automatic anchoring device for all buoyant life saving equipment now in use. The Model 3, as shown, is one of several models manufactured by Star Lifeline.

OPERATION

The "Lifeline" Buoy Model 3 is designed for use on coastal vessels under 75′ (22.86 m), and is automatically released when the vessel founders. On leaving its seating rack the buoy automatically performs the following functions:—

- Transmits an international distress radio signal, to alert Air/Sea Rescue.
- Emits a high intensity flashing light.
- Releases marker dye, wave calming oil and shark repellent into the ocean (see options).
- Reels out 3,000 feet (914.40 m) (500 fathoms) of tension controlled wire rope from a built-in reel.
- Becomes a stationary rallying point for survivors.
- Serves as a wreck marker for future salvage operations, diver inspections, recovery of valuables, etc.

FEATURES

- Constructed of rugged, moulded fiberglass, foam filled for reserve buoyancy, in case of puncture damage or crushing.
- Standard colour, bright International Orange, requires no painting.
- Battery has a 2½ year storage life.
- Removable, self contained electronics cannister for service and ease of maintenance.
- Built-in radar reflector.
- In case of fire, or of the master of a vessel realizing that his ship is in imminent danger, or of radio being inoperative, he may manually trigger the distress radio and strobe-light by the switches on the top portion of the buoy.
- A 40′ (12.19 m) floating mooring line of 5/16″ (.79 cm) polypropylene, with a water activated light attached to its end is automatically removed from the upper mooring rail. This makes it unnecessary for life boats and rafts to make direct contact with the mooring rail on the buoy and simplifies rapid attachment in any weather, while survivors wait for rescue craft. This affords buoyant equipment a "head-to-weather sea anchor type ride", and offsets the chance of blowing out to sea or onto an inhospitable shoreline if shelter cannot be easily reached.
- The mooring line is attached to the bottom of the buoy to ensure that the buoy rides properly at sea when lifeboats are attached.
- All models use the ship for their anchor with sufficient line to moor in all coastal waters or on any continental shelves. In this way all buoyant equipment is kept in a collected position, moored to the buoy where the distress radio is broadcasting on the international distress frequency, aided by the brilliance of a strobe-light beacon.
- A quick disconnect is used at the cable end for removal at sea if vessel is operating in depths over 3000′ (914.40 m) (500 fathoms); still maintaining all of the above life support features.

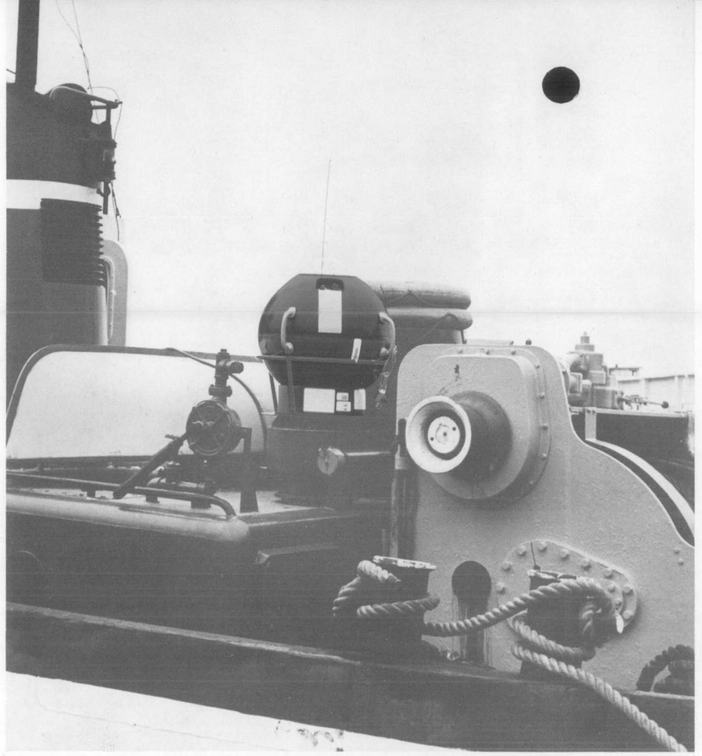
Higgs "Lifeline" Model 3, Automatic Anchoring Device for Buoyant Life-saving Equipment. For vessels of 75 feet (22.86 m) and under.

Canadian Patent 849286
U.S. and WORLD WIDE patents pending.

Star Lifeline's Search Initiator Buoy features installation simplicity.

The illustration shows a typical installation of a Star Lifeline Search Initiator Buoy, Model 3, aboard a West Coast vessel under 75 feet in length.

The design configuration of the buoy results in a clean line appearance and contributes to ease of handling. The actual installation consists of lifting the buoy, complete with its seating rack assembly, into a suitable position on the vessel's upper deck where it can be secured by either bolting or welding the ¼-inch steel base plate to the deck. The entire operation can be quickly and easily carried out and normally requires approximately 30 minutes to complete.



TECHNICAL SPECIFICATIONS

Battery

- Eveready type Y1384 Alkaline Manganese (Special).
- Voltage 13.5 V.D.C.
- Storage life 2.5 years.
- Operating life 1st year estimated 192 hours (8 days) continuous at (20°F to 70°F) (-7°C to 21°C).
- Operating life at end of 2nd year estimated 140 hours (5.5 days) continuous (20°F to 70°F) (-7°C to 21°C).

Strobe Light

- Solid state high intensity Xenon aircraft collision avoidance type.
- Flash Rate: 10 flashes per minute.
- Peak Lumens: 500,000 per flash (1 million foot candles).
- Coverage: 360° in the horizontal plane, 230° in the vertical plane.
- Clear fresnel lens increases light intensity on the horizon.
- Range: 15 to 25 miles (24 to 40 km) average conditions.

"Lifeline" Light

- Incandescent, water activated, steady white, 3 mile visibility, (4.83 km), 14 hours life, battery silver chloride-magnesium, indefinite shelf life.

Radio

- Flexible antenna.
- Radiation pattern, omni-directional.
- International distress frequency for Air/Sea Rescue, (guard and homing).
- Frequency – 121.5 MHz or (121.5 and 243.0 MHz optional).
- Average power output 300 mw.
- Average range 80 to 100 miles (128.72 to 160.9 km).
- All characteristics are in compliance with I.C.A.O. recommendations.
- All parameters are in compliance with F.A.A., F.C.C., I.C.A.O. and Canadian D.O.C./Radio Standard Specifications.
- Continuously monitored by Canadian D.N.D. and M.O.T., U.S. Coast Guard, U.S.A.F. and many other countries.

Cannister for Liquid

- The cannister is installed within the base of the buoy.
- The cap is removed automatically when the buoy floats out of the buoy seating.
- The cannister is usually filled with marker dye but shark repellent and calming oil are available as options on request.
- Capacity – 1 gallon Imp. (4.55 litres).

Marker Dye

- Fluoresceine L.T.S. diluted with water and ethylene glycol.
- Temperature range (-30°F to 125°F) (-34°C to 52°C).
- Dispersion for 12 hour period, on average to high seas.

Shark Repellent

- As used by the United States Navy for tropical waters.
- Diluted with water and ethylene glycol.
- Effectivity 2 to 8 hours depending on weather conditions.

Calming Oil

- Fish oil at rated viscosity, normally supplied, petroleum products may also be used.

MECHANICAL FEATURES

Weights (approximate)

- Buoy weight – 48 lbs. (21.77 kg)
- Reel and wire rope weight – 50 lbs. (22.68 kg)
- Total buoy weight – 98 lbs. (44.45 kg)
- Seating weight – 22 lbs. (9.98 kg)
- Total system weight – 120 lbs. (54.43 kg)

Dimensions

- Buoyant body height – 24" (60.96 cm)
- Total buoy height 27" (68.58 cm) less antenna.
- Total height from deck to top of flexible antenna 44½" (113.03 cm)
- Buoy seating: diameter – 24½" (62.23 cm)
- Buoy seating: height – 10½" (26.67 cm)

Mooring Wire Rope

- Length – 3,000 ft. (914.40 m)
- Diameter – 3/32" (.238 cm)
- Stranding – 7 x 7
- Material – Galvanized steel
- Certified strength – 1,200 lbs. (544.32 kg)

Mooring Line "Lifeline"

- Length – 40' (12.19 m)
- Diameter – 5/16" (.793 cm)
- Stranding – Single braid
- Material – Polypropylene
- Colour – Blue
- Strength – 2000 lbs. (907.20 kg)

Parameters

- Draught of buoy 13½" (34.29 cm)
- With 50° to horizontal drift angle, total downward force on buoy – 128 lbs. (58.05 kg)
- Reserve buoyancy until antenna base is immersed – Salt water: 102 lbs. (46.26 kg) Fresh water: 99.6 lbs. (45.17 kg)
- Mean pounds: (.4536 kg) per inch (2.54 cm) immersion on main body of buoy – Salt water: 12.8 lbs. (5.80 kg) – Fresh water: 12.4 lbs. (5.62 kg)

Construction

Buoy body consists of chopped glass strand impregnated with isophthalic resin and 15 mils of International Orange 'Gelcoat'. Nominal thickness is 3/16" (.476 cm) increasing to 3/8" (.952 cm) at the top and bottom. The most modern pigments available are used to reduce ultra violet fading on the orange colour.

Military Specifications

All switches and connectors are ordered to Military Specifications with MS-numbers to ensure 100% reliability in all environments.

SPECIAL FEATURES

1 Clear Lucite dome covering strobe light and electronics cannister.

2 Switches and antenna, for service, manual operation and testing (all waterproof and sealed).

3 Buoy body assembly containing radar reflector, electronics, battery, dye marker cannister made of (3/16") (.476 cm) rugged moulded fiberglass, with International Orange Gelcoat and completely foam filled.

4 "Lifeline" handles (Quantity 4) cast aluminum for polypropylene "Lifeline" and arm loops, painted International Yellow.

5 Lifeline 40' (12.19 m) polypropylene (5/16") (.79 cm) line attached to the "Lifeline" handles and is pulled away automatically when buoy floats clear. It is used for attaching life boats and rafts to the buoy.

6 Buoy seating rail (1/2") (1.27 cm) steel pipe galvanized treated and painted with black marine enamel.

7 (3000') (914.40 m) of tension controlled wire rope shackled to buoy seating base with a quick release pin so that it can be removed from buoy seating if the vessel is operating in depths over 3000' (914.40 m) (500 fathoms).

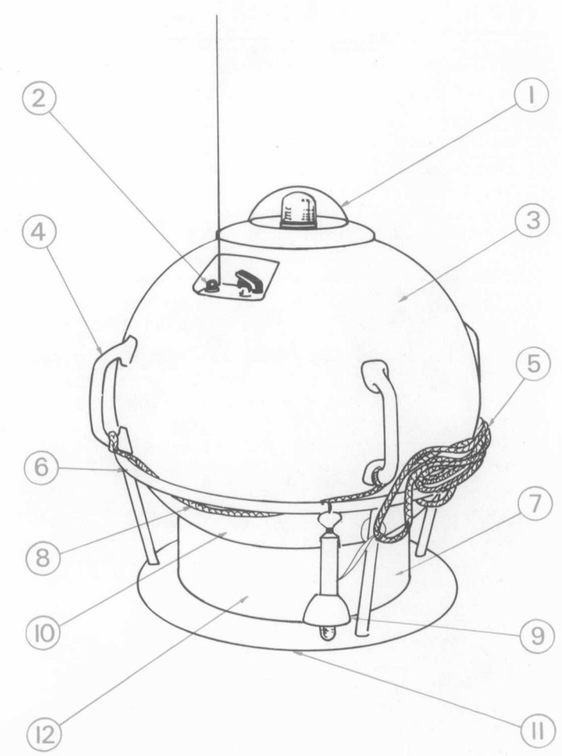
8 Continuous "arm loops" of (5/16") (.79 cm) polypropylene line.

9 Water activated light attached to a spliced eye at end of lifeline.

10 Cannister (1 gallon Imp.) (4.55 litres) for Fluoresceine dye, shark repellent. Automatically uncapped when buoy floats out of seating; controlled flow of liquids. (See options.)

11 Buoy seating base (1/4") (.635 cm) steel plate to be bolted or welded to the deck.

12 Moulded fiberglass wire rope reel housing bolted to buoy body.



EQUIPMENT OPTIONS

STANDARD

Radio - - - - - - 121.5 MHz

Cannisters - - - - 1. Fluoresceine L.T.S.
2. " "
3. " "

Wire Rope - - - - 3,000 feet (914.40 m) of 3/16″ (.476 cm) diameter

OPTIONAL

Radio - - - - - - 121.5 and 243.0 MHz

Cannisters - - - - 1. Fluoresceine L.T.S.
2. Shark repellent
3. Calming Oil
(or specify requirements)

Wire Rope - - - - 3,000 feet (914.40 m) of 1/4″ (.635 cm) diameter

LIFELONG DEPENDABILITY

Certificates of compliance are obtained from the hardware manufacturers on strength certification and material source.

Successful sea trials have been carried out and witnessed by regulatory bodies.

Quality assurance and the best materials available contribute to lasting reliability.

WARRANTY

Star Lifeline Limited warrants all models of the Search Initiator Buoys against all defects of workmanship and materials for a period of one year. Batteries are not covered by Star Lifeline Warranty, but the manufacturers' warranty is comprehensive, covering shelf life and damage resulting from leakage.

Star Lifeline Limited

1148 West 15th Street, North Vancouver, B.C., Canada

Telephone (604) 988-9911 **Cable: "Starlife" Vancouver, B.C.**

PRINTED IN CANADA

Model 2

Star Lifeline

life support equipment

SEARCH INITIATOR BUOY

The Higgs "Lifeline" Buoy, invented by Capt. W. Y. Higgs, M.S.N.A.M.E., and developed and manufactured by Star Lifeline Limited, North Vancouver, B.C., is an automatic anchoring device for all buoyant life saving equipment now in use. The Model 2, as shown, is one of several models manufactured by Star Lifeline.

OPERATION

The "Lifeline" Buoy Model 2 is designed for use on coastal vessels of 75′ (22.86 m) and over, and is automatically released when the vessel founders. On leaving its seating rack the buoy automatically performs the following functions:—

- Transmits an international distress radio signal, to alert Air/Sea Rescue.
- Emits a high intensity flashing light.
- Releases marker dye, wave calming oil and shark repellent into the ocean (see options).
- Reels out 3,000 feet (914.40 m) (500 fathoms) of tension controlled wire rope from a built-in reel.
- Becomes a stationary rallying point for survivors.
- Serves as a wreck marker for future salvage operations, diver inspections, recovery of valuables, etc.

FEATURES

- Constructed of rugged, moulded fiberglass, foam filled for reserve buoyancy, in case of puncture damage or crushing.
- Standard colour, bright International Orange, requires no painting.
- Battery has a 2½ year storage life.
- Removable, self contained electronics cannister for service and ease of maintenance.
- Built-in radar reflector.
- In case of fire, or of the master of a vessel realizing that his ship is in imminent danger, or of radio being inoperative, he may manually trigger the distress radio and strobe-light by the switches on the top portion of the buoy.
- A 50′ (15.24 m) floating mooring line of 7/16″ (1.11 cm) polypropylene, with a water activated light attached to its end is automatically removed from the upper mooring rail. This makes it unnecessary for life boats and rafts to make direct contact with the mooring rail on the buoy and simplifies rapid attachment in any weather, while survivors wait for rescue craft. This affords buoyant equipment a "head-to-weather sea anchor type ride", and offsets the chance of blowing out to sea or onto an inhospitable shoreline if shelter cannot be easily reached.
- The mooring line is attached to the bottom of the buoy to ensure that the buoy rides properly at sea when lifeboats are attached.
- All models use the ship for their anchor with sufficient line to moor in all coastal waters or on any continental shelves. In this way all buoyant equipment is kept in a collected position, moored to the buoy where the distress radio is broadcasting on the international distress frequency, aided by the brilliance of a strobe-light beacon.
- A quick disconnect is used at the cable end for removal at sea if vessel is operating in depths over 3000′ (914.40 m) (500 fathoms); still maintaining all of the above life support features.

Higgs "Lifeline" Model 2, Automatic Anchoring Device for Buoyant Life-saving Equipment. For vessels of 75 feet (22.86 m) and over.

Canadian Patent 849286 U.S. and WORLD WIDE patents pending.

Star Lifeline's Search Initiator Buoy features installation simplicity.

The illustration shows a typical installation of a Star Lifeline Search Initiator Buoy, Model 2, aboard a West Coast vessel of over 75 feet in length.

The design configuration of the buoy results in a clean line appearance and contributes to ease of handling. The actual installation consists of lifting the buoy, complete with its seating rack assembly, into a suitable position on the vessel's upper deck where it can be secured by either bolting or welding the ¼-inch steel base plate to the deck. The entire operation can be quickly and easily carried out and normally requires approximately 30 minutes to complete.

TECHNICAL SPECIFICATIONS

Battery

- Eveready type Y1384 Alkaline Manganese (Special).
- Voltage 13.5 V.D.C.
- Storage life 2.5 years.
- Operating life 1st year estimated 192 hours (8 days) continuous at (20°F to 70°F) (-7°C to 21°C).
- Operating life at end of 2nd year estimated 140 hours (5.5 days) continuous (20°F to 70°F) (-7°C to 21°C).

Strobe Light

- Solid state high intensity Xenon aircraft collision avoidance type.
- Flash Rate: 10 flashes per minute.
- Peak Lumens: 500,000 per flash (1 million foot candles).
- Coverage: 360° in the horizontal plane, 230° in the vertical plane.
- Clear fresnel lens increases light intensity on the horizon.
- Range: 15 to 25 miles (24 to 40 km) average conditions.

"Lifeline" Light

- Incandescent, water activated, steady white, 3 mile visibility, (4.83 km), 14 hours life, battery silver chloride-magnesium, indefinite shelf life.

Radio

- Flexible antenna.
- Radiation pattern, omni-directional.
- International distress frequency for Air/Sea Rescue, (guard and homing).
- Frequency – 121.5 MHz or (121.5 and 243.0 MHz optional).
- Average power output 300 mw.
- Average range 80 to 100 miles (128.72 to 160.9 km).
- All characteristics are in compliance with I.C.A.O. recommendations.
- All parameters are in compliance with F.A.A., F.C.C., I.C.A.O. and Canadian D.O.C./Radio Standard Specifications.
- Continuously monitored by Canadian D.N.D. and M.O.T., U.S. Coast Guard, U.S.A.F. and many other countries.

Cannisters for Liquids

- The three cannisters are installed 120° apart within the base of the buoy.
- The caps are removed automatically when the buoy floats out of the buoy seating.
- The cannisters are usually filled with marker dye but shark repellent and calming oil are available as options on request.
- Capacity – 1 gallon Imp. (4.55 litres) per cannister.

Marker Dye

- Fluoresceine L.T.S. diluted with water and ethylene glycol.
- Temperature range (-30°F to 125°F) (-34°C to 52°C).
- Dispersion for 12 hour period, on average to high seas.

Shark Repellent

- As used by the United States Navy for tropical waters.
- Diluted with water and ethylene glycol.
- Effectivity 2 to 8 hours depending on weather conditions.

Calming Oil

- Fish oil at rated viscosity, normally supplied, petroleum products may also be used.

MECHANICAL FEATURES

Weights (approximate)

- Buoy weight – 110 lbs. (49.89 kg)
- Reel and wire rope weight – 200 lbs. (90.72 kg)
- Total buoy weight – 310 lbs. (140.61 kg)
- Seating weight – 64 lbs. (29.03 kg)
- Total system weight – 374 lbs. (169.64 kg)

Dimensions

- Buoyant body height – 35″ (88.9 cm)
- Total buoy height – 54″ (137.16 cm) (less antenna)
- Total height from deck to top of flexible antenna 70½″ (179.07 cm)
- Buoy seating, diameter – 33½″ (85.09 cm)
- Buoy seating, height – 22¼″ (56.51 cm)

Mooring Wire Rope

- Length – 3,000 ft. (914.40 m)
- Diameter – 3/16″ (.476 cm)
- Stranding – 7 x 19
- Material – Galvanized steel
- Certified strength – 4500 lbs. (2041.2 kg)
- Note: ¼″ wire rope (.635 cm) available as an option.

Mooring Line "Lifeline"

- Length – 50 ft. (15.24 m)
- Diameter – 7/16″ (1.11 cm)
- Stranding – Single braid
- Material – Polypropylene
- Colour – Blue
- Strength – 4000 lbs. (1,814.40 kg)

Parameters

- Draught of buoy 11″ (27.94 cm)
- With 50° to horizontal drift angle total downward force on buoy – 404 lbs. (183.25 kg)
- Reserve buoyancy until mooring rail is immersed – Salt water: 344 lbs. (156.03 kg) Fresh water: 335 lbs. (151.95 kg)
- Pounds (.45 kg) per inch (2.54 cm) immersion on main body of buoy – Salt water: 26.1 lbs. (11.84 kg) – Fresh water: 25.4 lbs. (11.52 kg)

Construction

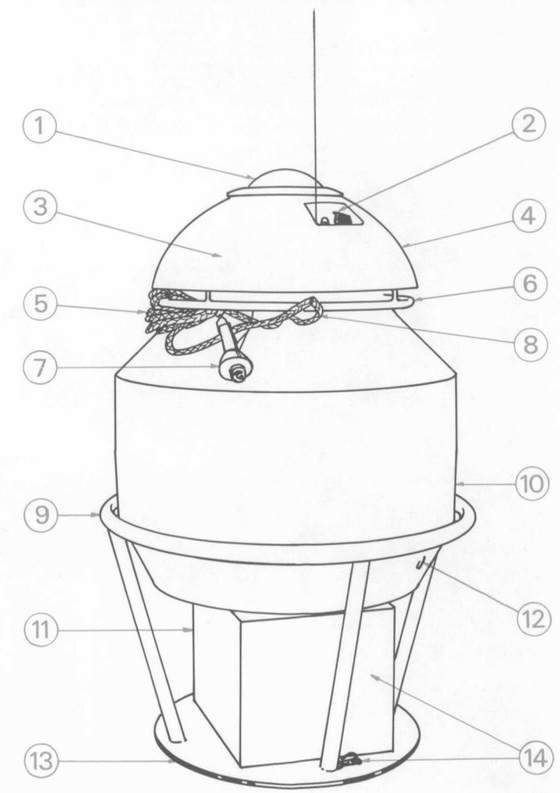
Buoy body consists of chopped glass strand impregnated with isophthalic resin and 15 mils of International Orange 'Gelcoat'. Nominal thickness is 3/16″ (.476 cm) increasing to 3/8″ (.952 cm) at the top and bottom. The most modern pigments available are used to reduce ultra violet fading on the orange colour.

Military Specifications

All switches and connectors are ordered to Military Specifications with MS-numbers to ensure 100% reliability in all environments.

SPECIAL FEATURES

1. Clear Lucite dome covering strobe light and electronics cannister.
2. Switches and antenna, for service, manual operation and testing (all waterproof and sealed).
3. Upper dome assembly containing radar reflector, electronics and battery.
4. Moulded fiberglass with International Orange Gelcoat.
5. Lifeline 50′ (15.24 m) polypropylene (7/16″) (1.11 cm) line attached to the bottom of buoy and is pulled away from under mooring rail automatically when buoy floats clear. It is used for attaching life boats and rafts to the buoy.
6. Circular aluminum mooring rail for polypropylene "Lifeline" and arm loops, painted International Yellow.
7. Water activated light attached to a spliced eye at end of lifeline.
8. Continuous "arm loops" of (7/16″) (1.11 cm) polypropylene line.
9. Buoy seating (1″) (2.54 cm) steel pipe galvanized, treated and painted with black marine enamel.
10. Buoy body made of (3/16″) (.476 cm) rugged moulded fiberglass, with International Orange Gelcoat and completely foam filled.
11. Wire rope reel housing, (3/16″) (.476 cm) aluminum. Treated and painted with black marine enamel and attached to buoy body with stainless steel bolts.
12. Cannisters, total of 3 (1 gallon imp.) (4.55 litres) for Fluoresceine dye, shark repellent and calming oil. Automatically uncapped when buoy floats out of seating; controlled flow of liquids. (See options.)
13. Buoy seating base (1/4″) (.635 cm) steel plate to be bolted or welded to the deck.
14. (3000′) (914.40 m) of tension controlled wire rope shackled to buoy seating base with a quick release pin so that it can be removed from buoy seating if the vessel is operating in depths over 3000′ (914.40 m) (500 fathoms).



9704-669

OTTAWA, Ontario.
KIA ON7.
May 18, 1971.

s.19(1)

[redacted]

RE: Tug "GULF MASTER"

Dear Sir:

In reply to your recent inquiry, here is an outline of the circumstances surrounding the loss of the Tug "GULF MASTER" in the vicinity of White Islets, Strait of Georgia, British Columbia, on January 11, 1967.

The "GULF MASTER" sailed from Teakerne Arm booming ground on January 8, with a log boom in tow. However, after having had to take shelter on a number of occasions because of weather, it was decided to turn back to Blind Bay and leave the log boom there before proceeding to Vancouver for radar repairs.

The "GULF MASTER" was seen to pass close to Merry Island at about 13.00 hours local time on January 11, at which time she appeared to be proceeding at full speed pitching and spraying heavily.

Some two hours later the pilot of a passing aircraft sighted a large oil slick off White Islets, considerable debris, and a man clinging to a wooden life raft. The Rescue Co-ordination Center in Vancouver ordered a helicopter to the scene. At this time the sea was very rough and the winds were from the southeast at 35 knots. On board the helicopter were two para-rescue men who jumped into the water and rescued the survivor just as he was losing his hold on the life raft. The survivor, later identified as the Mate of "GULF MASTER", was hoisted on board the helicopter and taken to a Sechelt Hospital, where he died without regaining consciousness. Missing and presumed drowned were the master, engineer and two deckhands.

. . /2

Despite a prolonged and extensive search of the area, the wreck of the "GULF MASTER" was never located nor was it possible, in the absence of survivors, to determine with any certainty the cause of her loss.

Yours truly,

W.A.W. Catinus

s.19(1) [redacted]

CANADA

08373

9704-669

Dear Sirs:

Please send me any information you may have on the disappearance of the tugboat Gulf Master. The disappearance took place on January 11, 1967, off Sechelt, British Columbia. I'd been particularily interested in any official findings.

Hope to hear from you soon.

Sincerely-

[redacted]

[redacted]

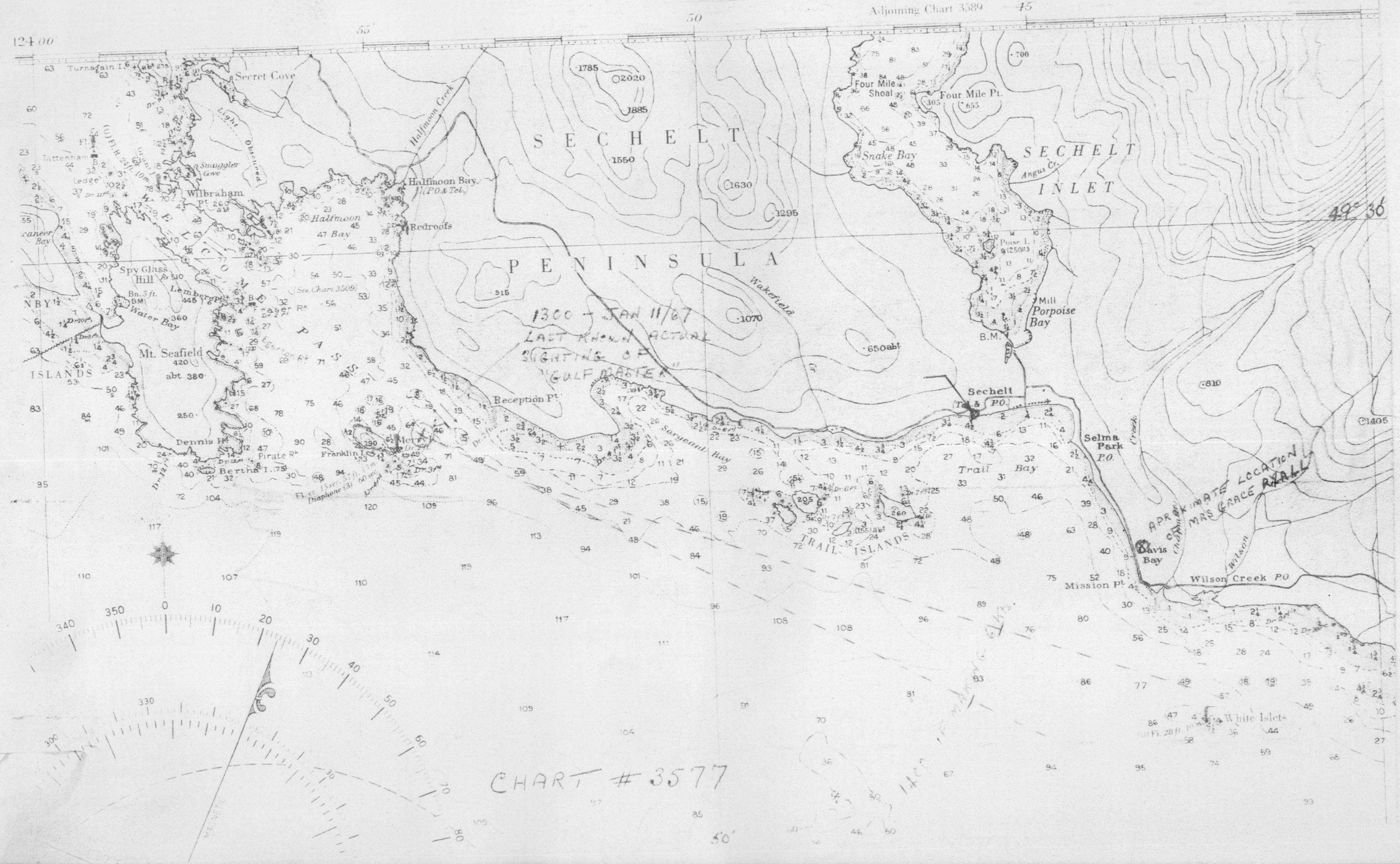
[redacted]

s.19(1)

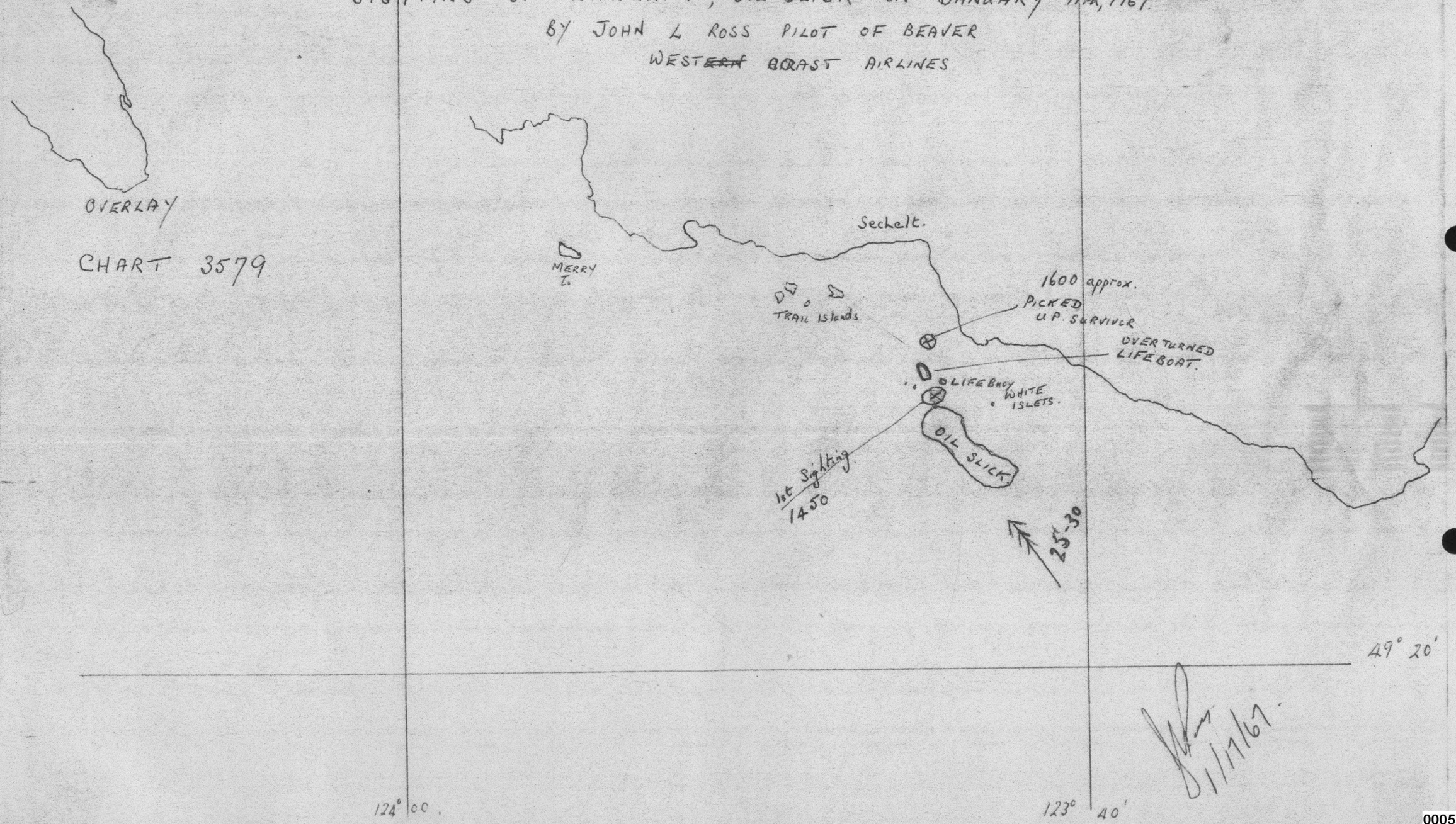
GULFMASTER

CORN


NELSON ISLAND
Hardy I.
Ball Pt.
Alexander Pt.
Kelly I.
Blind Bay
Hidden Basin
West L.
Mackechnie L.
Bruce L.
Green B.
Cockburn B.
Billings Bay
C. Cockburn
Quarry B.
Fearney Pt.
Acland Rk.
Nelson Rk.
Hodgson Is.
Jacob Rk.
Temple Rk.
AGAMEMNON CHANNEL
Sakinaw Lake
Ruby L.
Mixal L.
Garden Bay L.
Mt. Daniel
Daniel Pt.
Pender Hill
PENDER HARBOUR
(See Chart 3510)
Kleindale
Welbourn C.
Cecil Hill
Beaver I.
Moore Pt.
Francis Pt.
Whitestone Is.
Harness I.
Bargain Bay
Mt. Hallowell
Caren
Lyon L.
Range
SECHELT
See Chart 3589
SECHELT INLET
Skaiakos Pt.
Kunechin Pt.
Kunechin Is.
Halfway I.
Nine Mile Pt.
Sockeye Pt.
Storm Bay
Black Bear Bluff
Newcomb Pt.
Richardson L.
Mt. Richardson
Tuwanek Pt.
Gray Cr.
Tannis L.
Piper Pt.
Carlson Cr.
Carlson Pt.
Carlson L.
Four Mile Pt.
Angus Cr.
Chapman Creek
Wilson Cr.
Porpoise Bay
Wakefield Cr.
SECHELT PENINSULA
McNaughton Pt.
Secret Cove
Turnagain I.
Wilbraham Pt.
Halfmoon Bay
Redroofs
Reception Pt.
Sargeant Bay
Sechelt P.O. & Tel.
Selma Park P.O.
Wilson Creek P.O.
Trail Bay
Trail Islands
Mission Pt.
White Islets
WELCOME PASS
(See Chart 3508)
Merry I.
Water B.
Buccaneer Bay
THORMANBY Is.
Derek Hd.
Pirate Rk.
Bertha Is.
Bjerre Shoal
MALASPINA STRAIT
(See Chart 3590)
Grant
ISLAND
Anderson Bay
Cook Bay
Mt. Shepherd
Mt. Dick
Pt. Upwood
CHANNEL
Jervis I.
Jedediah I.
Tucker Bay
Bull Passage
Cable (P.B.A.)
49°
40'
124° 00"
CHART #3579.



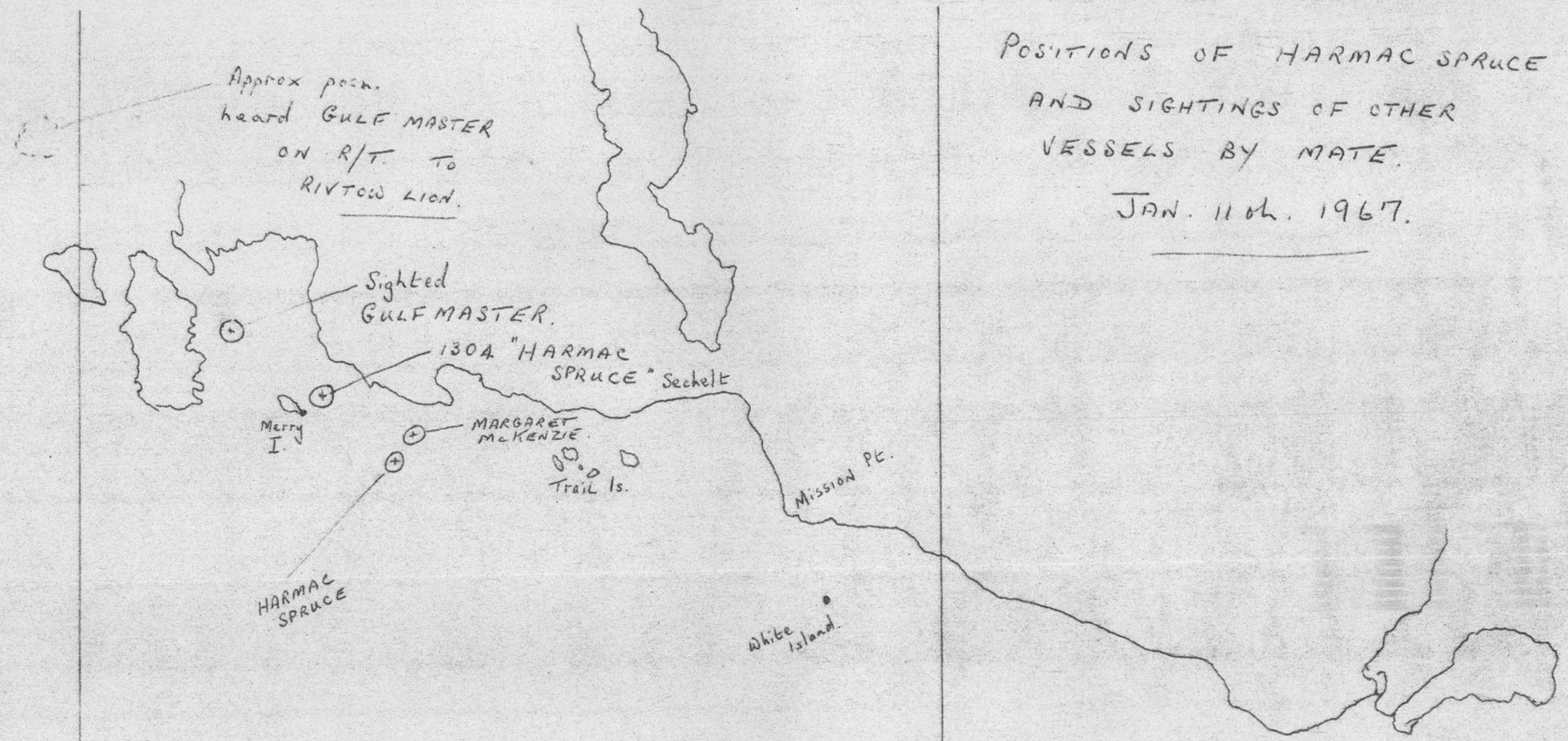
"GULF MASTER"
SIGHTING OF LIFERAFT, OIL SLICK ON JANUARY 11th, 1967.
BY JOHN L. ROSS PILOT OF BEAVER
WEST~~ERN~~ COAST AIRLINES



1/1/67

POSITIONS OF HARMAC SPRUCE AND SIGHTINGS OF OTHER VESSELS BY MATE.

JAN. 11th. 1967.



J. R. Barry
Jan. 27, 1967

49° 20'

CHART 3579.

124° 00'

40'

000553

AIR SERVICES
(CIVIL AVIATION, TELECOMMUNICATIONS, METEOROLOGICAL AND CONSTRUCTION BRANCHES)

JAN 31 1967

CANADA

YOUR FILE No. 9704-128

OUR FILE No. 5002-1(MEV)

DEPARTMENT OF TRANSPORT

Weather Office, Vancouver
Vancouver International Airport, B.C.,
January 30, 1967.

Mr. C. E. Burrill,
Superintendent,
Nautical Services,
607 Federal Bldg.,
VANCOUVER 2, B.C.

Dear Sir:

In answer to your letter of January 27 we are enclosing copies of pertinent weather and forecasts for the Georgia Strait area near Sechelt on January 11, 1967.

The reporting station nearest to the accident scene is Merry Island which reported at 11:00 a.m. and 4:00 p.m. The 11:00 a.m. report showed a southeast wind of 23 knots, while the 4:00 p.m. report showed southeast at 28 knots. The strongest wind reported from Vancouver Airport was 160 degrees at 18 knots and from Comox 140 degrees at 20 knots with gusts to 28 knots. Powell River showed easterly winds of 20 knots with gusts to 25 knots.

A gale warning was issued for Georgia Strait at 5:45 p.m. of January 10, and this was noted in the marine forecasts issued at 5:00 a.m. and 11:00 a.m. of January 11.

I hope that this will provide the information that you require for your inquiry.

Yours truly,

Officer-in-Charge,
Weather Office, Vancouver.

Encls.

VR = Vancouver Airport
PW - Powell River Airport
QQ - Comox RCAF Station Airport

MARINE ACCIDENT REPORT JAN 11 1967

SA 111800Z
VR 26⊙M65⊙120⊙250⊕10 247/42/38/1207/025/SC1SC6AC2CS1 110
PW 40⊙E80⊙150⊕15+ 42/38/1120+25 SC4AC4AC2
QQ 10⊙M25⊙100⊕15RW-- 203/44/40/1415+28/012/SF1'C6AC3 803
QQ S111834Z 10⊙M26⊙100⊕12RW- 1318+24 SF1SC7AC2

SA 111900Z
VR 15⊙25⊙M65⊙250⊕8 240/45/41/1610/023/CF1SC3SC5CS1
PW 20⊙40⊙E100⊕15 43/41/1120+25 SC1SC3AC6
QQ 10⊙25⊙E100⊕12R- 196/45/39/1315/010/SF1SC3AS6
QQ S111943Z 10⊙26⊙E100⊕12R-- 1420+28 SF1SC2AC6

111908
MERRY ISLAND CLOUDY 12 SE23 KTS CHOPPY LOW SE SWELL 3021
MR E45 BRKN 12 45/40/1126/SC9

SA 112000Z
VR 10⊙19⊙M30⊙80⊙12 227/45/41/1412/019/CF1CF1SC5AC2
PW E20⊙50⊕15+ 42/38/0915+25 SC6SC4
QQ 10⊙25⊙E100⊙12R-- 179/45/38/1418+30/005/SF1SC4AC4

SA 112100Z
VR 10⊙30⊙M55⊙80⊕10 214/45/41/1510/015/CF1SC1SC6AC2 733
PW 15⊙30⊙E200⊕15 44/38/1120+25/SC2CU3CI2
QQ 25⊙100⊙250⊕15 166/46/39/1615/001/SCEAC1CI1 CU+ ASOCTD 737

VR S 112110Z 10⊙E55⊙80⊕10R- 1614/CF1SC5AC4
VR S 112120Z 10⊙M65⊙90⊕10 1613/CF1SC5AC4

SA 112200Z
VR 10⊙M38⊙70⊕10R-- 202/45/39/1512/011/CF1SC7AC2
PW 10⊙E30⊙80⊙15 43/39/1118+25/SC2CU6AC1
QQ S 25⊙E100⊙250⊙15RW- 158/47/38/1412/998/CU+5AC1CI2

QQ S 112245Z M25⊙100⊙15RW-- 1510 SC8AC1

SA 112300Z
VR S 10⊙M43⊙70⊕10R- 197/46/41/1618/010/CF1SC1AC1
PW MISSING
QQ S M25⊙100⊙12RW- 163/47/38/1908/000/SC8AC1

VR S 112320Z 10⊙M43⊙10 1716/ CF1SC8 CU+ EMBDD
QQ S 112323Z 25⊙E100⊙250⊙15 1905 SC4AC2CI2

SA 120000Z
VR 10⊙43⊙M50⊕12 189/46/39/1616/008/CF1CU+2SC7 825
PW MISSING
QQ 30⊙100⊙E250⊙15 170/45/39/2705/002/SC4AC1CI3 304

120009Z
MERRY ISLAND OVC 12 SE 28 HVY CHP MDT SE SWL 3009
MR 30 SCTD E 50 BKN 100 OVC 12 45/42/1132/ CF1AC6AS2

111500Z
SISTERS OVC 15 SE15 CHOPPY
BALLENAS OVC 15 SE6 RIPPLED
ENTRANCE CLDY 15 SE5 RIPPLED

WW VR 110145Z
WIND WARNING 114 102
GALE WARNING FOR GEORGIA STRAITS
ISSUED BY THE WEATHER OFFICE IN VANCOUVER AT 1745 PM JAN 10 1967.
A SYSTEM NOW WEST OF THE WEATHER SHIP WILL MOVE EASTWARD AT 30 TO 35 KTS SPREADING GALE FORCE WINDS AHEAD ABOUT 250 MILES. THE SYSTEM IS FORECAST TO LIE NORTH SOUTH THROUGH NORTHERN VANCOUVER ISLAND BY END OF WEDNESDAY AFTERNOON WITH GALE FORCE SOUTHEASTERLIES OF 35 TO BEGIN IN THE GEORGIA STRAITS BY THE END OF THE AFTERNOON.
END

FP2 VR 111300Z

OFFICIAL MARINE FORECASTS ISSUED BY THE WEATHER OFFICE IN VANCOUVER AT 5 AM PST 11 JANUARY 1967.

SYNOPSIS
SOUTHEASTERLY GALES WHICH HAVE REACHED THE CHARLOTTES IN ADVANCE OF A PACIFIC STORM WILL SPREAD ACROSS OTHER NORTH COASTAL WATERS EARLY THIS MORNING. LIGHT TO MODERATE WINDS ALONG THE SOUTH COAST WILL RISE TO GALE FORCE IN EXPOSED AREAS THIS AFTERNOON OR EVENING. FRESH SOUTHWESTERLY WINDS ARE EXPECTED IN THE WAKE OF THIS DISTURBANCE WHICH WILL CROSS THE NORTHERN MAINLAND THIS AFTERNOON AND THE SOUTHERN MAINLAND TONIGHT.

MARINE AREA FORECASTS VALID UNTIL 6 AM THURSDAY.

GEORGIA STRAIT. GALE WARNING IN EFFECT
WINDS LIGHT INCREASING TO SOUTHEAST 20 THIS AFTERNOON AND TO SOUTHEAST 35 IN EXPOSED WATERS THIS EVENING. WINDS BECOMING SOUTHWESTERLY 20 AFTER MIDNIGHT. CLOUDY BECOMING OVERCAST WITH RAIN THIS AFTERNOON. VISIBILITY 10 MILES LOWERING TO 3 IN RAIN.
END

FP2 VR 111900Z
OFFICIAL MARINE FORECASTS ISSUED BY THE WEATHER OFFICE IN VANCOUVER AT 11 AM PST 11 JANUARY 1967

SYNOPSIS
A WEATHER SYSTEM MOVING ACROSS THE NORTH COAST THIS MORNING IS PRODUCING GALE FORCE SOUTHEASTERLIES AHEAD OF IT. THESE GALES WILL SPREAD TO MOST SOUTHERN WATERS THIS AFTERNOON. WINDS WILL SHIFT TO WEST TO SOUTHWESTERLY GALES BEHIND THE SYSTEM AND DECREASE TO FRESH TO STRONG THIS EVENING IN SOUTHERN WATERS.

MARINE AREA FORECASTS VALID UNTIL NOON THURSDAY

GEORGIA STRAIT...GALE WARNING IN EFFECT
WINDS SOUTHEASTERLY 25 INCREASING TO 35 IN EXPOSED WATERS THIS AFTERNOON AND DECREASING TO SOUTHWEST 20 EARLY THURSDAY MORNING. CLOUDY. RAIN BEGINNING THIS AFTERNOON AND CHANGING TO A FEW SHOWERS THURSDAY MORNING. VISIBILITY 10 MILES LOWERING TO 3 MILES IN RAIN.
END

TIDAL PREDICTIONS FOR SECHELT AREA TAKEN
FROM CANADIAN TIDE AND CURRENT TABLES VOL.5
FOR JANUARY 11th,1967

POINT ATKINSON

0715	-	16.0 ft.
1230	-	12.0 ft.
1640	-	13.8 ft.

PENDER HARBOUR

0722	-	15.0 ft.
1239	-	10.6 ft.
1647	-	12.8 ft.

There was a small range on the afternoon flood tide. At the approximate time of the loss of "GULF MASTER" the tide was two hours after slack water with the flood setting westward along the shore. This would be in the same direction of the wind.

RCMP 6881

CONTINUATION C-237
REV. 1-4-65

RE:

PAGE

R.C.M.Police
Sechelt Det.
Sechelt, B.C.
21 JAN 67

Statement of James KIPPIN, lighthouse keeper on Merry Island.

We keep a Daily Diary of nearly everything that is of signifigance that happens each day. Ships etc. that pass by and seem alittle out of the ordinary are logged, In the event something such as this (Sinking of Gulfmaster) does happen. On 11 JAN 67 at 12:58 P.M. the Gulfmaster was recorded by us as going by the lighthouse, she was off shore about 100-150 yards and could easily be seen by the fieldglasses, that is how we recorded her name, and knew what ship she was. She had a black hull and a turquoise green and white trimed cabin. We watched her for about 8 to 10 minutes and I would say she was approx. 1 mile to 1½ miles south east of the station. At the time she was going by the station I would judge her speed at between 10 - 12 knots but in a heavy sea it is quite hard to say accurately. The reason we noticed this tug in the first place was it was a tug running light and she was moving quite fast, she was throwing great sheets of spray and dipping her bow quite a lot.

She was in no trouble at the time we saw her, there were two men in the wheel-house and while under observation by us, a grey or white haired man came out of the second door aft on the starboard side, this man was wearing a grey shirt and possibly an apron (White). He attempted to throw a bucket of slop over the side over the side and just made it as a wave washed over the side, and slammed the door shut on him. If he didn't get wet, he just missed it by inches.

WIT: Cst. B. Cutting

Sgn: James KIPPEN

KIPPEN may be contacted via Air Radio, Seal Island, B.C.

s.19(1)

RCMP 6881

CONTINUATION C-237
REV. 1-4-65

RE:

PAGE

R.C.M.Police
Sechelt, B.C.
17 JAN 67

Statement of [redacted] Sechelt, B.C.

I saw the Tug, or a Tug, just as it cleared the Trail Islands I could not say for sure what side of the Island the Tug came by as I did not see it until it was past this (Southern) end of the Island. This Tug was diving right into the waves and the water was spraying right over the top of the boat. I am not sure what time I first saw this Tug, It was sometime between 15 Min. to 2:00 P.M. and 15 Min. past 2:00 P.M. 11 JAN 67. I roughly watched the Tug for about 10 to 15 Min. and then as it was obstructed by signs on James Wharf, I looked away and did not look back.

Wit: Cst. B. Cutting

Sgn: [redacted]

s.19(1)

RCMP 6881

CONTINUATION C-237
REV. 1-4-65

RE:

PAGE

R.C.M. Police Office
Sechelt, B.C.
January 16th, 1967 5: PM

Statement of [redacted], of Box [redacted] B.C. - Residing at Davis Bay, [redacted]

"I live at Davis Bay, B.C., on top of the hill at that point. On Wednesday afternoon. January 11th, 1967 I left my house to go to my Aunts. My Aunt, [redacted], lives on our property at Davis Bay. I left my place at about 12:30 PM to go my Aunts, as the electrican was coming, and I wanted to be out of the house. Around 3:00 PM I was sitting in my Aunts living room looking out over the straits. There is a real good unobstructed view of the straits from this location. As I sat looking out the window, I saw a tug boat coming from up coast, heading in the direction of Vancouver This boat was running empty, and was traveling at a fairly good speed, but I don't know how fast in M.P.H. When I first saw the boat it was heading straight down the Coast, and it would have missed Mission point without turning. At this time it was heading straight into the waves, and when the waves hit the nose of the boat, they would go right over it, almost covering it completly. The boat appeared to be awfully low in the water, and was going up and down with the waves, but did not appear to be going up and down more than normal. At this time I would judge the boat to be between ½ & ¾ of the way between Trail Islands and Mission Point. At this time the boat made a left turn, and started heading towards the Davis Bay wharf, at least that is how it appeared to me from my location. After the boat made this turn, it was taking the waves side on. The waves would hit it, and go right over top. The boat was rocking, but I don't think it was rocking any more than normal. Before the boat made its turn, I drew it to my Aunts attention. My reason for drawing it to her attention was because the seas seemed to be hitting it so hard, and I thought it might possibly be in trouble. The boat then passed out of my sight behind some trees. When I lost sight of it, it was still going along alright. Altogether, I think I watched the boat for about 4 or 5 minutes. When I lost sight of the boat, it was off Davis Bay wharf, but how far off I don't know. Shortly after watching the boat I returned home. This would be soon after 3:00 PM. About an hour or more later I saw a plane circling the water. The plane was in the general vicinity where I saw the tug. Shortly after this, I saw a second plane start circling. I then phoned my daughter to see if she could see anything. Soon after I went down by Kingdom Hall at Davis Bay to see if I could see anything else, but there was nothing more to see. Come to think of it, it must have being about 4:00 PM when we saw the helicopter circling, because my husband had just gone by [redacted]. The planes had been there for at least 15 minutes at this time.

[redacted]

RCMP 6881

CONTINUATION C-237
REV. 1-4-65

RE:

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s.19(1)

Statement of [redacted] Richmond, B.C.
taken at 7.15 P.M. on the 11-Jan-67 at the Richmond RCMP Detachment.

I was starting from Tearkerne Arm and going to Vancouver, B.C. with a load of Scalers from B.C. Forest Service. Off Sechelt, at approximately 3.00 P.M., this date, I spotted an oil slick on the water. A little further on, I saw debris on the water which was downwind from the oil slick. When I saw the debris, I decided to circle the area and take another look and at this time I saw a man, partially on a floatation device. At this time, he was waving his arms. This would be approximatel one and a half miles due South of Wilson Creek. The boat, with a yellow hull, appeared to be fourteen to sixteen feet in length and was downwind from the debris. We called the West Coast Air Services Office and requested that the Air Sea Rescue be sent to the scene. We then orbited the area for approximately one hour until the helicopter arrived.

The water was too rough to land on at the time, with the sells being 6 to 8 feet high, so I called for the beaver to be sent from Vancouver but by the time he arrived, the helicopter was already on the scene. At times we were making circles approximately one mile in radius and I saw no other bodies in the water.

When I first spotted the man, he was on the edge of the oil slick and when the helicopter arrived one hour later, the man was approximately three quarters of a mile downwind from the oil slick.

The boat referred to above was overturned in the water and fourteen to sixteen feet visable above water.

[redacted]

Witness: Cst. R.F. Henderson.

s.19(1)

RCMP 6881

CONTINUATION C-237
REV. 1-4-65

RE:

PAGE

R.C.M.Police Office,
Sechelt, B.C.
January 16th., 1967.

Statement of [redacted] Davis Bay, B.C.

My house is located at Davis Bay, B.C. and on the afternoon of January 11th., 1967, I was in my home. About 3.30 P.M., my mom, [redacted] phoned me and said she could see a plane circling and wanted to know if I could see anything from my place. Mom mentioned that she had seen a boat in trouble earlier.

I looked out and saw, I think it was two aircraft, flying around in a circle. In the water below them, I saw a shiney object. It did not seem very big and with the waves hitting it, I just saw it once in awhile. It gave the same effect as the sun reflecting off a tin can except it was much larger, maybe about the size of a basketball. I watched it for about 10 or 15 minutes and I did not notice anything else during this period.

Then I saw the helicopter arrive on the scene. Just as the helicopter was landing, I saw an orange raft in the exact location where the helicopter was landing. This was the first time I had seen this raft. The raft seemed to be directly out from my house and not that far as I could clearly see the man going up the ladder. In relation to the orange raft, the shiney object was about the same distance out from land but it was more towards Sechelt. I think the distances seperating the objects would be about the width of a City block.

[redacted]

s.19(1)

RCMP 6881

CONTINUATION C-237
REV. 1-4-65

RE:

PAGE

R.C.M.Police
Sechelt, B.C.
January 16th, 1967

Statement of [redacted] and [redacted], of Sechelt, B.C.

On the 11th JANUARY, A.D. 1967 we were comming up from Porpoise Bay, to the Bank of Montreal to conduct some business there, we were trying to get to the bank before closing time which is 3:00 P.M. and it is because of this that we noticed the time to be 17 minutes to 3:00 P.M. We were only in the Bank a few minutes and then we went to the home of [redacted], just as we got out of the car to go in the house, we heard what sounded like two explosions one right after the other. This would be approx. 10 minutes or so to 3:00 P.M., and these explosions were not too loud but seemed to carry on for quite a long time, they seemed to have a mettalic ring to them. We did not think to much out of the ordinary about this explosion at the time and we went on into the house. It wasn't until sometime later that we heard of the Tug going down.

[redacted]

[redacted]

[redacted]

January 17th., 1967.

Statement of [redacted] Sechelt, B.C.

I was with my son, [redacted] and [redacted] when the noise was heard. We were at [redacted]'s house when we heard it and I looked at my watch at the time and saw that it was 3.03 P.M. I dont know how accurate my watch is but it should not be out more than a minute or two. I have since adjusted my watch so I cannot say. To me, the noise came from the water over by the Reserve. I first heard a small bang and then about 20 or 30 seconds later, I heard a real bang. It was very loud and the type of noise you would expect when a fire-cracker goes off in a tin can.

[redacted]

RCMP 6881

CONTINUATION C-237
REV. 1-4-65

RE:

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s.19(1)

STATEMENT OF [redacted] B.C. Taken 9:45 PM the 18 JAN 67.

On the 11 JAN 67 at 9:30 AM, I left Vancouver, B.C., for Pender Harbour, B.C., with my boat the [redacted]. I got to Trail Islands off Sechelt, B.C., at 12:15 PM and left there at 1:00 PM. As I was going through Welcome Passage at approximately 1:30 PM I met the GULF MASTER going toward Vancouver. The Tug pulling the barge was at Merry Island when I passed it. This would mean that this Tug, the MARGARET McKENZIE was about two miles ahead of the GULF MASTER. The GULF MASTER was running normal and not bothered by the waves. I did not see the GULF MASTER after passing Welcome Passage.

Cst. J.T. Ehler. [redacted]

RCMP 6881

CONTINUATION C-237
REV. 1-4-65

RE:

PAGE

R.C.M.Police Office,
Sechelt, B.C.
January 16th., 1967.

s.19(1)

Statement of [redacted] Davis Bay, B.C.

I live at Davis Bay, B.C. and my house is so located that I have a very clear view of the water in the Davis Bay area. On the afternoon of January 11th., 1967, I was ironing in the kitchen. There is a large window in the kitchen which gives me a clear picture of the water. While I was ironing, I happened to look up for some reason and out of the corner of my eye I saw some turmoil on the water. I looked quikly, and out on the water I saw a violent uproar. I saw no smoke nor fire, but just this big explosion of water. The water was just starting to come down, and it seemed that it had already reached its peak. As opposed to being a spray in one direction, the water seemed to be going in every direction. The area it covered seemed to be halfway in size between a car, and the averaged size home. The water seemed to go about 15 feet in the air. The water explosion seemed to be directly out from my kitchen window, and it did not seem that far from land, possibly about five or six city blocks. I did not see any sign of a boat either before or after this came to my attention. After the water came down I did not see any debris. I just looked for a moment, then went back to my work. When I saw the explosion of water, I did not see anything in the air but water. I have no idea as to the exact time of this accident. About 15 minutes or so after, I heard a plane flying around. It seemed to be going around for quite a while. Then as I looked out, I saw it circling the water. Not long afterwards, perhaps 10 minutes, a second plane was flying around also. I was wondering what was going on, but did not really realize that something terrible had happened until I saw the helicopter picking the boy up. I did not see the helicopter arrive. It could have being about 10 minutes from the time the second plane joined in. When I saw the helicopter picking the man up, they seemed to be picking him up in the same place that I saw the violent uproar.

[redacted]

s.19(1)

STATEMENT

JAN 16 1967

By [redacted]

Re: Sinking of M.V. 'Gulf Master' on January 11th, 1967

The vessel was on a tow from Teakerne and at the time of the 7:15 conference he was one mile above Cape Cockburn. He said the forecast was poor and they had some repairs so he was going to tie up and run down light. He requested the call be taken off conference and this was done after the regular boat calls were completed. He then advised the radar was very poor, just about out, and the furnace was not working, also the sounder was not working. I asked what parts they would require (I believe this was on the morning call that I asked) to repair the furnace and he didn't feel they would need any parts, that it was an electrical problem. The switch is turned to start the furnace, and it turns back slowly, and the furnace starts when it reaches a certain point; however, it was shutting off rather than starting.

At the 11:15 conference he was again at Cape Cockburn on the way down light.

[redacted]

[redacted]

POSITION REPORTS - 'GULF MASTER'

January 7th	0715	Ferry Wharf, Mate Ill, needs Replacement
	1115	Ferry Dock, Away at Noon
	1555	Middle Point, Enroute to Teakerne
January 8th	0715	Teakerne Arm, Yarding
	1115	Could not Read
	1555	Passing Refuge Cove with Tow
January 9th	0715	Ragged Island, Tied Up, S.E.
	1115	" "
	1555	B/L Ragged Island, Light, Looking at Weather
January 10th	0715	Secured Grief Point, S. E.
	1115	Secured Grief Point, S. E.
	1555	Secured Grief Point, S. E.
January 11th	0715	Cape Cockburn, Heading Back into Blind Bay, S.E. Coming Up. Radar not Working, Furnace Acting Up
	1115	Cape Cockburn on Way Into Town Light. Tow Secured at Blind Bay
	1555	N/A

1 dead, 4 lost as tug sinks

Four men are missing and one is dead after the Vancouver tug Gulf Master mysteriously capsized and disappeared in heavy seas off the Sechelt Peninsula Wednesday.

An air and sea search resumes this morning. A dozen small craft and the Coast Guard cutters Ready and Moorhen searched late into the night.

One crewman, Rodney E. Seymour of Mission City, was rescued in a dramatic operation but died in hospital after being hauled aboard a helicopter from a four-foot square life raft.

Still missing are the tug's master, 31-year-old Forrest Anderson of Coquitlam; engineer Richard McPhail of North Vancouver; deckhand Robert Ayotte, 22, of North Vancouver and another deckhand from eastern Canada.

OFFICIAL BAFFLED

The vessel was owned by Riv-Tow Marine Ltd.

Rescue officials were baffled by the apparent sinking of the 66-foot, $250,000 tug, launched only three years ago. No distress signal was received from the ship, which was returning from further up the coast without a tow.

At one point the Moorhen spotted an overturned hull about 500 yards away but was unable to locate it in the heavy seas. Besides the raft Seymour was on, an empty lifeboat and three life rings from the Gulf Master were reported found.

Rescue operations started when Seymour's raft was spotted 1½ miles south of Sechelt by a West Coast Air Services pilot who saw an oil slick nearby.

FIRST TRIP

Para-rescuers frof an Air-Sea Rescue helicopter from Comox were lowered into the sea to secure the unconscious man. Artificial respiration was given during the air-ambulance journey to hospital at Sechelt, where he died at 5:18.

It was Seymour's first trip on the Gulf Master. He had worked on tugs for four years.

The search was called off late Wednesday night. Contacted by radio, Capt. Reg Gunn of the Ready, which stood by to resume search at first light, said his vessel was in fairly calm water in the lee of an island.

The area of the sinking is well known to mariners for its violent winds and has been the scene of several tug sinkings. Vesesels are often forced to take shelter behind the tiny Trail Islands, near which the Gulf Master apparently capsized.

But experienced seamen expressed surprise that the tug would sink in the relatively light gale conditions of Wednesday.

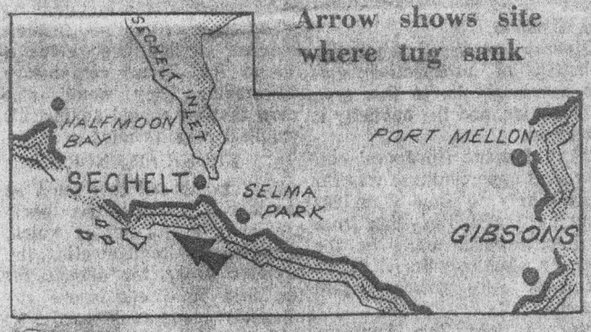
The apparent sinking was the second incident involving the ill-fated Gulf Master in less than a year.

McPhail, the chief engineer, was burned on the head, hand and arm when the boat's engine exploded off Point Atkinson last March when he cut the throttle back.

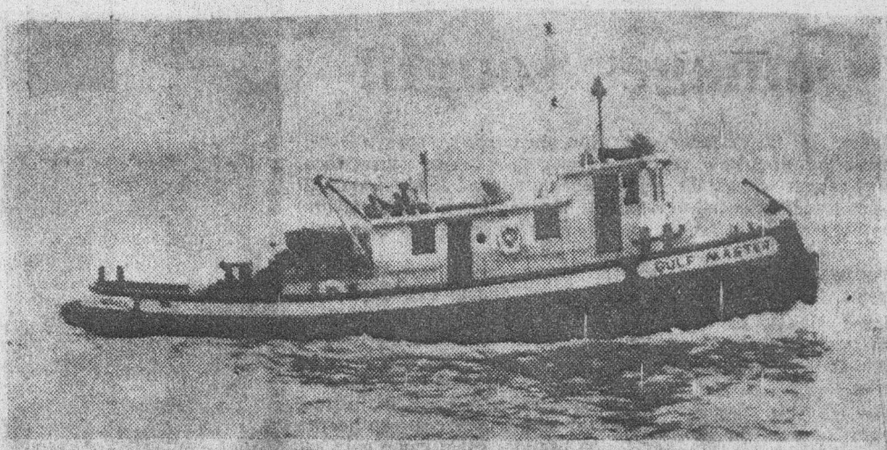
An ironic note is that the tug's steering wheel was taken from the old CPR coastal steamer Princess Mary when it was dismantled 15 years ago.

The Mary's hull was adapted as a barge, but it also brought bad luck.

In April, 1965, it sank in heavy seas off the Alaska Panhandle, dragging the Vancouver tug Chelan and its 14-man crew down with it.



Arrow shows site where tug sank



Tug Gulf Master has sunk and 5 persons are believed dead in Georgia Strait.

PROVINCE

THURSDAY, JANUARY 12TH, 1967.

THE PROVINCE
Third section
Friday, January 13, 1967 ★★★★21

Tug sinking defies reason

By NORMAN HACKING
Province Marine Editor

The sinking of the tug Gulf Master Wednesday with the loss of five lives has left the B.C. towboat industry completely baffled and deeply perturbed.

This is the third modern steel tug to sink suddenly in B.C. waters in recent months with loss of life, the others being the Black Fir and Mainland Prince.

Towboat men have no logical explanation for the loss of any of these vessels, all of which sank without warning under fairly normal conditions.

All agree that the Gulf Master was well-built, with all the latest safety equipment, radiotelephone and aids to navigation. Crew members had never complained of lack of stability.

Why did it sink so quickly that the officer on watch was unable to reach for the telephone and send out a "Mayday" call?

The weather was not unusual for this time of the year, and the tug was in familiar waters, proceeding on a normal voyage without a tow.

Was the tug a victim of an internal explosion? This seems improbable as there was nothing aboard of a highly-explosive nature.

Did one of the vessel's seams open up, so that it filled with water before her crew was aware of the situation? Surely they would have had time to launch an inflatable life raft.

Did a sudden heavy gust of wind throw the tug over on its beam ends, so that it sank like a stone? This theory runs contrary to the laws of stability evolved by naval architects.

The answer to the mystery lies 100 fathoms deep in the Gulf of Georgia, where the vessel lies on the bottom.

All those associated with the towing industry — the owners, the seamen, the naval architects, the marine underwriters — are anxious to find the cause of the tragedy, which might well affect other steel tugs of similar design.

There will be a department of transport inquiry, but no survivors to tell the full story.

Towboat men say the government is obliged to find the fault, and they say this can only be done by raising the Gulf Master to the surface.

This will be an expensive and difficult job but it is necessary if the towing industry is to restore its peace of mind.

An inquiry into the November sinking of the Mainland Prince will be held Monday before Coroner Glen McDonald on orders of the attorney-general.

McDonald, a master mariner, is as disturbed as anyone by the series of towboat disasters. He has assembled a jury of experts to hear the evidence. Perhaps something will come out of their findings that will produce a clue to the mystery.

PROVINCE – FRIDAY JANUARY 13TH, 1967.

2 probes follow disaster

Two inquiries will be held into the Sechelt tugboat disaster in which one crewman died and four more are feared drowned.

A department of transport inquiry was opened Thursday by Capt. Cyril Burrill, port warden and supervising examiner of masters and mates.

Another is being organized by the Canadian Merchant Service Guild, which wired Transport Minister Pickersgill demanding a public investigation into the seaworthiness of steel-hulled tugs.

At Sechelt, coroner Dr. Eric Patkeau and a jury viewed the body of crewman Rodney Seymour, 23, who was plucked from the sea in a daring helicopter rescue but died later in hospital.

SEARCH ENDS

Just before dusk Thursday, air-sea rescue vessels, which had battled throughout the day in winds gusting up to 50, reluctantly gave up the search.

The 66-foot tug Gulf Master owned by Rivtow Marine Ltd. of Vancouver, is believed to have gone down suddenly in heavy seas Wednesday. It is thought to be lying 600 feet below an oil slick two miles off Sechelt.

RCMP said a land search for survivors along the coast will continue today.

Capt. Bob Owen of the CMSG in Vancouver said there is growing concern among seamen about the rising number of tugboat disasters — particularly concerning steel-hulled tugs of less than 15 tons.

18 KILLED

Eighteen persons have died in the last four years in tugboat accidents off the B.C. coast.

Said Owen: "We want an immediate federal public inquiry into the design, construction and general seaworthiness of small, steel-hulled tugs.

"We feel they are being built as small and cheaply as possible with little regard to safety because vessels under 15 tons do not have to be inspected under the Canada Shipping Act.

"This means a considerable saving to companies which operate them."

He added: "The guild has petitioned many times in an effort to get the act changed.

"Now we are going to hold our own inquiry into small steel-hulled tugs and if we find out there is something wrong with them we will make ourselves heard all over the world."

"DON'T KNOW"

Gulf Master, designed by a naval architect and launched in 1963, was a very safe boat, said Cecil Cosulich, president of Rivtow.

"She had a seasoned crew and more safety equipment than she needed," he added. "I just don't know what could have happened."

Cosulich said Gulf Master was passed by a DOT steamship inspector.

He said Rivtow operates many steel-hulled tugs lighter than 15 tons, but he denied they are in any way dangerous.

"The guild wants the act changed for political reasons," he said.

"The law calls for minimum crews on inspected tugs and if the act is changed to include tugs of less than 15 tons there will be more work for their members."

Crew members missing and presumed drowned are: skipper Forrest Anderson, 30, of Coquitlam; engineer Richard McPhail, 61, North Vancouver; deckhand Boyle Ayotte, 22, believed of North Vancouver, and deckhand Edward Poirier of Montreal.

9254-29/30

Montreal "Gazette"
FRI. 13th JAN 1967

Searchers' Hopes Dim For Sunken Tug Crew

VANCOUVER — (CI) — Searchers fanned out yesterday around a spreading oil slick off the Sechelt Peninsula as hope faded for four missing tugboat crew members.

The four men were aboard the 66-foot "Gulf Master" when she sank in heavy seas Wednesday about 30 miles northwest of Vancouver.

A fifth crew member died of exposure after a daring para-rescue operation by the crew of an RCAF helicopter. Mate Rodney E. Seymour, 23, was plucked unconscious from a makeshift life raft but died in hospital at Schelt before he could shed any light on the sinking.

Missing and presumed drowned are skipper Forrest Anderson, 31, of suburban Coquitlam, engineer Richard McPhail of North Vancouver, deckhand Robert Ayett, 22, of Montreal and North Vancouver, and deckhand Eddie Poirier, 43, of Montreal.

The tug is believed lying in water 450 deep, about two miles offshore.

Captain Cyril Burrill, port warden and supervising examiner of masters and mates, said Thursday he has applied to Ottawa for permission to open a Department of Transport inquiry into the sinking.

The tug was owned by Rivtow Marine Ltd. of Vancouver, whose president, Decil S. Cosulich, said he was baffled by the sinking. He said the tug was built in 1963 and carried a seasoned crew and "more emergency equipment than she needed."

Minute:
Instead of Blue Funnel
see minute R/S - 10
for official circulation
Minutes & to close
(presume C/R was in hand
when ship sank)
(copy to Owners)
13 Jan 67

and then go and have another look around and then lay down for an hour or two. Then he gets up again. Then it comes to noon when the others change watch - 6 to 12 - 12 to 6. Then the master and his deckhand are on watch. Then he gets lunch and lays down again. He is on constant call at all times. Religiously he used to get up shortly after two o'clock or shortly after.

195. Q.Captain Burrill: You mentioned the number of crew - two on watch. As I understand it, these were the crew members, the master was Forrest Anderson, the mate was R. E. Seymour, the engineer was Richard McPhail, the deckhand was Robert Ayotte and the other man, Edmund Poirier. Would he be a deck hand? These are the five crew members, are they not?

A.Poirier is a deck hand. When the vessel went across the Sound or anything like that, she had an extra man. There were 6 men on this trip.

196. Q.Would one of these deckhands be deck hand Cook?

A.I would not know, they split up at the time. The master split them up.

197. Q.But there would be one on with the mate and one on with the master?

A.Yes.

198. Q.Well, is there anything else? Anything you would like to say?

A.All I would like to say that the ship was in the best of condition, engine-wise, auxiliary machinery, 100% as far as I would say. I have lost a lot of sleep over this myself. You take a pride in the work you are doing. You look into these things daily, watching. I am very, very keen on all that sife saving equipment. The Company is very good that way. They just say, you see it is right. I would just love to see her up, that's all. We had skin divers down yesterday, but the weather has been so really bad, you cannot do much about it.

Captain Burrill: Well thank you very much for coming along and I must apologize for keeping you waiting so long.

PRELIMINARY INQUIRY INTO THE LOSS OF TUG, "GULF MASTER" ON JANUARY 11th, 1966, in THE VICINITY OF WHITE ISLETS, STRAIT OF GEORGIA, BRITISH COLUMBIA.

s.19(1)

SWORN IN:

1. Q. What is your full name and address:
   A. [redacted],
   [redacted], Richmond, B.C.
2. Q. What is your occupation?
   A. Commercial Pilot for twelve years.
3. Q. I believe you have information which may help us in the inquiry into the loss of "GULF MASTER". Perhaps you would tell me in your own words what you saw and did?
   A. I was flying a Beaver with six passengers from Teakerne Arm to Vancouver when I sighted a large oil slick off Sechelt.
4. Q. What was the time and day?
   A. 1450 January 11th. I at first did not pay too much attention until I saw some debris. There were pike poles, plastic bottles, an overturned lifeboat and a a liferaft with one man clinging to it on the edge of the oil slick. I radioed West Coast Airlines at Vancouver and they got in touch with Air Sea Rescue and a helicopter was sent from Comox.
5. Q. What was the weather and state of sea.
   A. There was a south-easterly about 25 to 30 with 6 to 8 ft. swells and wind chop.
6. Q. What height were you flying when you sighted the oil slick?
   A. About 500 feet and I dropped down to 100 feet to circle around looking for other survivors.
7. Q. Did you see any other survivors?
   A. No. I circled around over a wide area.
8. Q. How was the man on the liferaft dressed?
   A. He had on a black T shirt and black pants, he was lightly dressed for that weather.
9. Q. Did he have a lifejacket?
   A. No. He had a lifering with him on the buoyant apparatus.

contd..2..

s.19(1)

10. Q. How long did you circle in that area?
    A. For about an hour and fifteen minutes. The helicopter from Comox arrived about 1550 and picked the man up about 1600. He had drifted away from the oil slick towards the shore.
11. Q. Perhaps you would mark this overlay on chart 3579 with the position of the liferaft when you first sighted it at 1450.

    Mr. [redacted] did this, also position of the oil slick, lifeboat, direction of wind and position of liferaft when man was recovered by helicopter.
12. Q. Was your plane fitted with floats?
    A. Yes, but it was too dangerous with six passengers on board to land on the sea.
13. Q. Is there anything else you would like to add which may help us in this inquiry?
    A. About 25 to 30 minutes before I sighted the liferaft, another pilot passed through this area but he said that he did not sight anything unusual.
14. Q. What was the name of the pilot and the type of planehe was flying?
    A. [redacted] He works for [redacted] and was flying a Beaver.
15. Q. What height would he be flying?
    A. I don't know but no more than 1,000 feet.

Thank you very much for coming along.

s.19(1)

PRELIMINARY INQUIRY INTO THE LOSS OF TUG, "GULF MASTER" ON JANUARY 11th, 1966, IN THE VICINITY OF WHITE ISLETS, STRAIT OF GEORGIA, BRITISH COLUMBIA.

SWORN IN:

16. Q. What is your full name?
    A. [redacted]
17. Q. What is your home address?
    A. [redacted] North Vancouver, B.C.
18. Q. What is your age?
    A. [redacted]
19. Q. What is your occupation?
    A. Mate [redacted] towboat mate.
20. Q. Do you hold a certificate?
    A. No.
21. Q. How long have you served at sea, [redacted] ? Just approximately.
    A. I have been going to sea off and on since 1942 counting the fish boats.
22. Q. I see, approximately 24 years and where have you spent most of this time?
    A. Mostly on the Coast - a couple of years deep water.
23. Q. And how long have you served in tugs?
    A. About seven years in tugs.
24. Q. Are you familiar with the area around from Welcome Passage to say, White Islets?
    A. Yes, very familiar. I have been on that run for four years. Powell River to Vancouver. We mostly go through Welcome Pass.
25. Q. Now, on Vancouver 11th, 1967, were you employed on a tug at the time?
    A. Yes I was. Yes, the [redacted].
26. Q. Where had you left from?
    A. From Vancouver.
27. Q. And where were you bound for?
    A. Powell River.
28. Q. When had you left Vancouver?
    A. We had left in the morning, about mid-morning. I am not

contd.2

exactly sure but I know I was abeam of Merry Island at 4 minutes past 1 - 1304.

29. Q. What was the weather like?
A. It was moderate south east around 20 miles anhour I would say, south east swell.

30; Q. Were you towing a barge or anything?
A. No, we were running light.

31. Q. Would you be more or less running with the sea astern of you?
A. Yes.

32. Q. Were you proceeding at full speed?
A. Yes, we were.

33. Q. What would this speed be approximately?
A. Approximately 10½ knots.

34. Q. Do you know what time it was when you passed White Islets?
A. Normally it takes us approximately 45 minutes or so running time so I would say it was in the vicinity of 1215.

35. Q. Did you see any other tugs or other vessels in this area?
A. Yes, the Margaret McKenzie was towing a barge. She was east bound.

36. Q. Where did you sight her?
A. Just about abeam of Sargeant Bay, and there was the Standard service. He was west bound.

37. Q. Whereabouts was he?
A. At that time we were fairly close together. I was just beginning to overtake him just before we got up to Merry Island.

38. Q. Did you see the "Gulf Master"?
A. Yes, after we passed Merry Island approximately abeam of Half-Moon Bay Wharf.

39. Q. Do you know what the time would be then?
A. I would say approximately 1310 - 1312.

40. Q. Did he appear to be steaming at full speed?
A. Yes, he did.

41. Q. Did you notice anything unusual about the "Gulf Master"?
A. No, nothing at all.

42. Q. Was he sort of making heavy weather going into the seas?
A. He was taking a lot of spray over. These boats are that way if they are heading into a choppy sea.

43. Q. When you are running from Merry Island towards the east, which is the normal route for a tug to take?
A. Normally most of then run straight out approximately 110 degrees till they are abeam of Welcome Point. Then they alter course to due east and run straight down to Cape Roger Curtis.

contd.3.

44. Q. Did you hear any radio telephone distress signals?
A. No, none. I did hear the "Gulf Master" calling the Riv-Tow Line.

45. Q. What time would this be?
A. This would be after I got through Welcome Pass and I could not say just how long it was but I know I was through Welcome Pass and heading on a course to North East Point.

46. Q. Did you hear anything of this conversation?
A. There was no conversation. He called and the Riv-Tow Line did not answer.

47. Q. When did you first realize that the "Gulf Master had been lost?
A. When we were leaving - we had left Powell River with our tow on our way back to Vancouver.

48. Q. This would be what time?
A. 1730 and I heard Comox radio asking for any information on the "Gulf Master". I was going to call Comox and the Captain asked me if I was positive it was the "Gulf Master" that I saw and I said I could not be sure and he advised me not to say anything to Comox just in case it was not the right vessel, thinking that this could maybe put them on the wrong track for finding out where she was.

49. Q. What subsequently made you believe it was the "Gulf Master" that you saw?
A. When I came on watch at midnight the Captain told me that the "Gulf Master" had been lost in the vicinity of Trail Island or White Islets and at that time I realized that it was, that it must have been the "Gulf Master". There are two boats they have, the other one is the "Gulf Warrior" and I was not quite sure. But when he said it had gone down in that vicinity, I was certain it was the "Gulf Master" then.

50. Q. Was the weather on the sea that day so rough that you, yourself would not be steaming at full speed? Was it average weather?
A. It was not that rough that I would not be steaming full speed into it, although a lot of times on these smaller boats, we do slow down to ease up on the bounding and jumping around. I could not say actually if I would have slowed down or not it I was running into that sea.

51. Q. Now this is an overlay of Chart #3579. I wonder if you would mark on there the approximate position where you saw the "Gulf M aster" on January 11th?
did this.

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52. Q. And you were at Merry Island at 1304?
A. At 1304 I was there.
53. Q. This is the "Harmac Spruce" here?
A. Yes.
54. Q. In this area around here, in your experience are any dangerous seas likely?
A. Quite often you will find the sea running heavier in this part, from Merry Island to Trail Island.
55. Q. Then you would be lower or out further?
A. We quite often cut in behind Trail Island to get away from the swell in that area.
56. Q. Is there anything else that you might add that may help us in this inquiry that you know of?
A. No, I don't think there is anything that I could add to that. I don't know the condition of the vessel or anything other than the fact that they are similar to the "Harmac Spruce", in the hull.
57. Q. Do you have any stability problems with the "Harmac Spruce"?
A. Not really, no. This type of boat as far as I can gather from other fellows that are on similar types, bounce around a lot, they roll quite badly but as far as safe stability, I cannot see anything wrong with them.
58. Q. Well, I think we have covered it pretty well unless you feel there is anything else you can add?
A. No.
59. Q. If you were heading into a sea like that and you put the helm hard over, do you think this might cause the vessel to capsize?
A. It quite conceivably could because in a flat sea, if you are going full speed and you put her hard over, they roll over quite far and this could conceivably have happened in that sea.

Captain Burrill: I will just get you to sigh this overlay here.

s.19(1) [redacted] did so.

Captain Burrill: Fine, thanks very much for coming in.

PRELIMINARY INQUIRY INTO THE LOSS OF TUG, "GULF MASTER" ON JANUARY 11th, 1967, IN THE VICINITY OF WHITE ISLETS, STRAIT OF GEORGIA, BRITISH COLUMBIA.

SWORN IN:

60. Q. What is your name?
    A. John Edgar RILEY.
61. Q. What is your home address? s.19(1)
    A. [redacted] B.C.
62. Q. What is your occupation?
    A. Helicopter pilot, R.C.A.F.
63. Q. Where are you based?
    A. R.C.A.F. Forces base, Comox, and the unit is 121 K.U.
64. Q. On January 11th I believe you had an occasion to take part in the rescue of a man from the water off Sechelt. Perhaps you would tell me in your own words what you saw and did from the time of the alert until return to base?
    A. I believe it was about 1515 R.C.C. called to give us information that there was a man on a raft offshore from Roberts Creek. This had been reported by a civilian aircraft. We had no other information except that they were requested to go and take this man off. The airplane had to be refuelled and ensembled and we were airborne then either at 25 after or 30. I am not sure exactly.
65. Q. This would be 1525 or 1530?
    A. Yes. It will be recorded on the SW 15 whatever it was. We were on the scene at 1555. Upon arriving, there were two light aircraft circling the survivor marking the spot. The weather was windy, the sea was very rough. Estimate the sea about 3 to 3½ state and the wind 30 or 40 m.p.h. gusting. It has since been reported as being 35 m.p.h. gusting to 50. It was about the same state at which the tops of the waves start to blow off. What we saw was a man on some type of a floatation device which was about four feet square. It seemed to be at the front end about a foot out of water. There was a circular life preserver on top of it and he was crouched on top of this thing hanging on with one hand to a rope and he would be about half in and half out of the water. When we approached him he looked as though he was about ready to cash in. He looked as though he had been so exposed to the elements that he did not have much control

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left of his faculties. We had two para-rescue men on board who were already dressed in wet suits. They were ready to go into operation immediately we arrived and we also had the rescue hoist in position. We began to make preparation to take the man off the raft. We had Corporal Fitzgerald in the rescue belt on the hoist ready to go down to assist the survivor into the belt for retrieving and we just got into position when the survivor let go his hold and fell off the raft into the water. The airplane was then positioned to allow the para-rescue men to jump into the water because the hoist is a little slow. As Soon as the airplane was in position I was just about to give the order to Fitzgerald to jump but he had already gone to the aid of the man in the water and the survivor of course began struggling and grasping for aid. The para-rescue man with the sea state that was and the wind tried to protect himself and look after the survivor. They were both going down so the second man, Sgt. Lemieux jumped into the water to the aid of the two of them and they had quite a time to keep the man afloat, themselves afloat and get the belt around the man so they could lift the man out of the water. During the course of getting this belt on the man, the belt is attached to the helicopter, the belt is in the water and they have it in their grasp, trying to put it around the man. With the wind condition that it was and the sea state combined, it was extremely difficult to keep this man in the water and the airplane as a unit. The danger here was that the belt might be snatched away from him. I don't know if you have been in a helicopter over the sea or not but keeping station over the water is hard enough in the best conditions and we have this kind of condition which makes it all that much more difficult so in order to try and make it a little easier, I landed the airplane in the water with the intent that everything would be drifting and buffeting around together. During this period while it was in the water, the belt was secured to the man. In order to lift the men out of the water, the airplane was lifted from the water and normal hoisting carried out. Then the survivor was on board, we had to lower the hoist to recover our two men. So I would say another three minutes were required to recover these two people. As soon as they were safely on board the machine we started going towards Sechelt and the two para-rescue men started administering first aid in the form of mouth to mouth respiration, external heart massage, bundled him up in a blanket for warmth. They will be able to

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tell you whether or not the survivor responded, anyway he was still alive when we left him at Sechelt Hospital.

66. Q. When you left him at Sechelt Hospital he was still alive?

A. Yes. We took him in to the lower playing fields of the Sechelt Mission ~~Mission~~ school. The R.C.M.P. came along shortly thereafter and then the ambulance came along. The ambulance is not equipped for anything except transportation so the survivor was taken to hospital in the ambulance in company with our two para-rescue people who continued to administer first aid right up until the time they left him. They left the survivor with a doctor at the hospital.

67. Q. What time was it that you finally had the survivor aboard?

A. Well, I would guess it was about ten after four.

68. Q. What time was he placed in the ambulance?

A. We had to wait on the ground a minimum of five minutes, it might have been longer.

69. Q. Did you then fly back to base?

A. Once we had delivered the patient to the hospital and recovered our two para-rescue men we immediately took off for Comox. The whole operation from the time we took off from Comox until we flew back to Comox was an hour and a half.

70. Q. Could you give me a position where you picked up the survivor?

A. Yes, if you were to draw a line a position line from Roberts Creek to Trail Islands and intersect that with a line drawn from Sechelt south this would put her about a mile and a quarter or a mile and a half off Sechelt and the wind was paralleling the shore. The man was picked up or at least the man was first sighted off Roberts Creek and I believe it was approximately six nautical miles from that where we picked him up. The time involvedwas an hour. So he was making six knots. If he hadn't been discovered for an hour, he would have orignated up near Gibson's Point and when we were flying across there the day after or the day following we went back to Vancouver and we went over an oil slick right at that position and we reported an oil slick two miles west of that point at Gibson's as you come around the corner. It would not be more than half a mile or three quarters of a mile from shore and the oil slick would measure around 500 yards long, quite narrow. At the same time as we spotted this oil slick about thre e miles ahead of that slick there were two tug boats under tow,at least they had a tow with them but I don't think they could have made an oil slick like that.

71. Q. Did you see any debris at the scene of the pick-up?

contd...4..

A. There was a little bit of debris which might have belonged to the ship, there was one panel painted a pastel green and a pastel blue equal in size but in my experience of beach-comber looking for bodies, etc., I find this thing all the time so I wouldn't say it belonged to that boat.

72. Q. What clothes was this man dressed in?

A. He had on a T shirt and a pair of trousers and a pair of sneakers on his feet. The para-rescue men will be able to tell you better than I can. I only just saw him when he came up but he certainly wasn't dressed for on deck work unless he got it blown off by the wind or he discarded it to swim. I don't know but he cartainly wasn't dressed for working above deck.

73. Q. Did you notice if he had a lifejacket on?

A. He didn't have any on, no. This circular lifering, a life-preserver, whatever they call them, doughnut thing, when he fell off his raft he took it with him. I don't know whether he got hold of it by making a grab for it when he fell off or if he intentionally went with it but he soon fell out of that. I don't know whether it was a result of semi-consciousness but he didn't seem to know what he was doing when he was in the water.

74. Q. There were no signs of any other survivors?

A. No.

75. Q. Is there anything more you would like to add which may help us in this inquiry?

A. I don't know what else you may want. There is one other thing I could point out. Just as we were leaving the scene there was another tug boat arriving. I think he was making way to carry out the rescue,if we hadn't been there he would likely have attempted the rescue. I think that was his intention in coming to that location. He didn't have any tow and he looked as though he was steaming at full speed when we saw him about ten minutes before we arrived. The way he was riding in the water he didn't look like he would be in any difficulty at all in that kind of sea, would not affect his operation.

76. Q. Thank you very much for coming. There is one other thing, did the survivor make any comments when he was in the helicopter?

A. To my knowledge, he was unconscious from the time he arrived in the machine until he left.

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PRELIMINARY INQUIRY INTO THE LOSS OF TUG, "GULF MASTER" ON JANUARY 11th, 1967, IN THE VICINITY OF WHITE ISLETS, STRAIT OF GEORGIA, BRITISH COLUMBIA.

SWORN IN:

77. Q. What is your name:
A. Bernard James FITZGERALD.
78. Q. What is your home address?
A. [redacted]
79. Q. What is your occupation?
A. Para-rescue technical - with 121 Rescue Squadron, R.C.A.F. Comox.
80. Q. I understand that you were aboard the helicopter which picked up a man off Sechelt on January 11th. Perhaps you would tell me what you saw and did from the time of receiving the alert until you returned to base?
A. Well, we first got the call here, I got the first word from my team member, Sgt. Lemieux. He said that we had got a call on the telephone from our office telling us that there was a person on a raft off the Sechelt coast and that we were to proceed to the helicopter immediately for take off.
81. Q. Do you know what the time was?
A. I couldn't say to be definitely sure. I would say it was between 1510 and 1515 around that area. Then Sgt.Lemieux any myself got together our gear and proceeded to the helicopter and promptly took off for the scene. On route to the scene we got dressed into our rescue gear which is wet suits. When we arrived at the scene I was sitting inside the airplane, I was not at the door at the time when we first arrived at the scene. This was Sgt. Lemieux and Cpl. Perrier and they said at that time that they had sighted the person in the water who was clinging to a raft and they then proceeded to drop smoke next to the person so that they could keep a fixed position. After they had dropped the smoke, Cpl. Perrier told me to get in position at the door to do hoisting into the water to retrieve this person. I got into position in the door and put my hoist belt on and I was already for lowering when I got notification from Cpl. Perrier that this person had slid off the raft. As soon as I was told of this, I undid my waist belt, my hoist belt

contd..2..

and jumped into the water and swam to this person. As I got almost to this person in the water he had slipped down under the water and I reached down under the water and managed to grab a hold of him and pull him up. As I did this person grabbed me with both arms and hung on to me very hard and I was not able to free myself from him at that time. As I tried to free myself from him he pulled me under the water and I managed to get both of us back up on the water again, at the surface and I motioned then to Sgt. Lemieux or the helicopter to bring Sgt. Lemieux into the water to assist me. Sgt. Lemieux did come into the water then and swam over to me and came up behind me or behind the survivor and grabbed him from behind, then I was free to release myself from at that time. As I got clear and Sgt. Lemieux had the man from behind, I swam over and got the hoist belt and put it around the man's chest and he was hoisted aboard the helicopter.

82. Q. How long was it from the time the helicopter arrived until you got the man aboard.

A. From the time I went out of the door. I would say somewhere between 20 to 25 minutes from the time I went into the water and got him back in.

83. Q. Could you say what the state of the wind and sea was?

A. Well, it would only be a guess. The winds were around 30 mph. and the swell was, I would judge it to be 15 feet.

84. Q. Would you say the sea was rough?

A. Very rough.

85. Q. Were the swells short and steep?

A. No, they were fairly long.

86. Q. Did this survivor say anything to you.

A. No, he never said a word at any time.

87. Q. Was he still conscious when he held him in the water?

A. When I picked him up in the water, like I say he was going under and he was just under the surface of the water when I grabbed him and when I grabbed him and pulled him to the top of the water he grabbed a hold of me with both hands. He was staring at me but there was no movement in the eyes at that time.

88. Q. What did you do once he was on the helicopter?

A. Well, when he first went into the helicopter, Sgt. Lemieux and I were still in the water and Sgt. Lemieux came up first on the hoist and then I came up in the hoist behind him. When I got into the aircraft, he had the chap in his lap down at the back of the aircraft, and was beginning to apply artificial respiration mouth to mouth. When I came in I undid my gear and went down and proceeded to cover the chap with a cover and apply external heart massage as best I could.

contd

89. Q. As a member of a para-rescue team, have you had experience in picking up persons from the water under similar conditions?
A. No, this has been my first exercise under these conditions.
90. Q. Is this the first time you have picked someone out of the water?
A. Yes, that is right.
91. Q. Did the man respond in any way to the treatment?
A. The chap gave a movement twice in the aircraft when I came in and we were applying artificial respiration until the time we landed at Sechelt. He gave a motion of the mouth twice, a sort of a gasping motion. That was it until we reached almost to the hospital door and he did the same thing again.
92. Q. So far as you are aware he was still alive at that time?
A. That is right.
93. Q. You said nearly to the hospital door - was the helicopter near the hospital?
A. The helicopter landed in the school grounds and they sent the ambulance down after we arrived. The ambulance was not there when we arrived. It was approximately I would say ten minutes before he arrived. Then we both, Sgt. Lemieux and myself went aboard the ambulance and continued right to the hospital as there was nobody there but the driver.
94. Q. Did this person have a lifejacket on?
A. No, he had nothing but a T shirt, a pair of slacks and a pair of shoes.
95. Q. Would you know the position where you picked him up?
A. No, I couldn't give you that as I was in the aircraft.
96. Q. Is there anything else you would like to add?
A. No.

Thank you very much for coming.

PRELIMINARY INQUIRY INTO THE LOSS OF TUG, "GULF MASTER" ON JANUARY 11th, 1967, IN THE VICINITY OF WHITE ISLETS, STRAIT OF GEORGIA, BRITISH COLUMBIA

SWORN IN:

97. Q. What is your name?
A. Joseph Rene LEMIEUX.

98. Q. What is your address? s.19(1)
A. [redacted]

99. Q. What is your occupation?
A. Para-Rescue Technician, 121 K.U. Squadron, Comox, B.C.

100. Q. I believe on January 11th, you were a member of a helicopter crew who recovered a person from the water off Sechelt. Perhaps you would tell me in your own words what you saw and did that day.
A. I received a call from 121 operations to get ready, that there was a man clinging to a float somewhere out in the chuck.

101. Q. Do you know what time this was?
A. Yes, approximately 1500. Proceeded with Cpl. Fitzgerald to the helicopter and we dressed into our wet suits as we took off so as to be prepared for whatever we came upon. When we arrived on the scene I looked out of the front door and spotted the man sort of clinging with one arm to this float. I didn't actually recognize what kind of float it was. He had a lifering which he was holding in one hand and was flipping he didn't have it around him or secured to him by any means which I could see.

102. Q. Was the lifering in the water or on the float?
A. He had it in his hand and it was flipping up and down. Cpl. Fitzgerald was in the door, the hoist, ready to go down, the next thing I knew he had unhooked and jumped into the water because the man had let go his grip of the float. So, in the meantime, I came up to the door where Cpl. Fitzgerald had been and saw that he was in difficulties, that this guy had been clinging to him and had a grip on him and was pulling him down under the water. Cpl. Fitzgerald could not hold on to him very well. I then jumped in myself and got up behind the guy and grabbed a hold of him so that we could both save him and so that Cpl. Fitzgerald could get away from the guy. Then the helicopter was

contd..2..

manoeuvred towards us, the hoist down and the hoist belt. I held him up and back so that his head was out of the water and Cpl. Fitzgerald fed the belt through and hooked him up to the hoist, then he was lifted into the helicopter. We had a Mae West blown up so that we could cling to it and relax a little bit after that ordeal. Then I was hoisted aboard the helicopter,

103. Q. What was the period of time from when the helicopter arrived at the scene to when the man was hoisted aboard?

A. In my own estimation, twenty minutes.

104. Q. What happened then?

A. I was hoisted back into the helicopter first. Then I went down to the --- the patient was laying on the floor supported by the flight technician and I saw that he was still gasping for breath. I could tell that he was in shock, his eyes were staring. I immediately started artificial respiration mouth to mouth after I had cleaned his mouth and cleared his his tongue and did the proper procedure and got him breathing irregularly but there was a flicker of life. Cpl.Fitzgerald came in right after and assisted me with heart massage and rubbing his wrist to try to get circulation. We kept this procedure up all the way to the football field or playing field at Sechelt. We waited for a few minutes for an ambulance to arrive,when it did we put him on to the ambulance and got in ourselves and continued resucitation and heart massage right to the operating table. The doctor took over from there.

105. Q. Did this man make any noises or comments?

A. No, he made no statements or movements of his mouth except gasping for breath.

106. Q. Do you consider yourself that he was still alive on arrival at the hospital.

A. I feel that in my own estimation there was still a flicker of life there. He was still gasping once in a while.

107. Q. What was the state of the wind and sea?

A. The wind was in my estimation about 25 knots and the swells were 14 feet - 15 feet high. It was quite rough.

108. Q. Did you have any difficulty moving around in the water?

A. Yes, we did with our wet suits they kept us a little too buoyant in the water. You could not properly manoeuver without your legs coming back up.

109. Q. Was that the first rescue you have made out of the water?

A. Yes, it is with the helicopter.

contd....3...

110. Q. Is there anything else you would like to add, Sgt. Lemieux?
A. No, that is just about the whole story.
Thank you for coming along.

PRELIMINARY INQUIRY INTO THE LOSS OF TUG, "GULF MASTER" ON JANUARY 11th, 1967, IN THE VICINITY OF WHITE ISLETS, STRAIT OF GEORGIA, BRITISH COLUMBIA

SWORN IN:

111. Q. What is your name?
A. Robert Douglas PERRIER.
112. Q. What is your address?
A. [redacted] s.19(1)
113. Q. What is your occupation?
A. Flight Engineer.
114. Q. Which squadron are you with?
A. 121 K U. - R.C.A.F., Comox, B.C.
115. Q. Is this part of the Air-Sea Rescue operations?
A. Yes, it is.
116. Q. Now, on January 11th, I understand that you were a member of a helicopter crew which took part in the rescue of a man from the water off Sechelt. Perhaps you would tell me in your own words what you saw and did from the beginning of the operation or alert?
A. At the time of the alert we were returning home from a previous trip and we were called out on a scramble to rescue somebody that was in the water off Sechelt.
117. Q. When you said you were returning from a previous trip, was the helicopter in the air.
A. No, it was not. We had just landed and were returning to our crew room. We immediately turned around and proceeded towards Sechelt from Comox.
118. Q. Do you know what time this would be?
A. It would be between 3 o'clock and 3.30 I believe.
119. Q. You proceeded to Sechelt, then what happened when you arrived there?
A. Upon arrival at the scene, there were two light aircraft circling and one aircraft painted out where the man was situated to us. We headed for the area where the man was and it looked like a routine hoist job.
120. Q. Where were you sitting or standing in the helicopter?
A. I was at the rescue door or the main entrance door. I could

contd..2....

see the man in the water clinging to what looked like a four foot square box. He didn't look too bad from the air and from my position.

121. Q. Did he wave or make any movement?

A. No, I did not see him wave. We started to hook Corporal Fitzgerald one of the para-rescue men into the hoist and lower him down and assist the man into the hoist belt, so that we could winch him into the helicopter. While this was taking place the man slipped from his floation box and I did not see this, I heard it over the intercom system because I got out of the way of the door so that the other man could go out on the winch. Upon my signal, he got out of the belt, when I heard that the man had slipped off the raft, and just jumped into the water. The next thing I saw was Corporal Fitzgerald being hauled under by the man struggling, so I immediately told the other para-rescue man to get into the water to help out Fitzgerald. I then proceeded to help get the hoist ready to be lowered to the para-rescue men so that they could hook up the survivor. They managed with some difficulty to get the belt around the man and we brought him up into the airplane. He appeared to be still alive and able to move so I grabbed him around the waist and brought him into the airplane and unhooked him from the belt and proceeded to drag him to the back of the aircraft out of the way of the door and did not see any more of the rescue operation outside the helicopter. The man was still conscious even when I got him to the back of the helicopter.

122. Q. He was conscious at this time?

A. He was conscious when I

123. Q. Were his eyes open or did he make some movement?

A. Yes they were, he was looking directly at me. He even turned his head to look at me. He appeared to try to speak but couldn't. I slipped while bringing him to the back of the helicopter and was pinned underneath him. I tried to comfort him inasmuch as I could and turned him over on his stomach to see if he could bring up some water because he was still breathing and I did not figure there was any need for mouth to mouth recusitation. Just as Sgt. Lemieux got back on the airplane, the man had passed out in my lap and Sgt. Lemieux immediately started mouth to mouth recusitation. I don't think, he, Mr. Seymour, became conscious again after that. The two para-rescue men took over from there and I did not see any more of the operation. I proceeded to make ready the airplane for the flight into Sechelt.

contd...3.

124. Q. Have you been on a sea rescue before?
A. No, I haven't.

125. Q. Have you any experience by which you could tell me the state of the wind and sea that day?
A. I found the wind and sea very rough. I think the weather was beyond our safety limitation.

126. Q. The man did not say anything?
A. No. He tried to say something. His mouth was moving but he wasn't saying anything. His mouth seemed to be foaming.

127. Q. His eyes did move or were they in a fixed stare?
A. Yes, they stared at me fixed and when I moved his head moved with me.

128. Q. Do you have any idea of the time from when you arrived until you hoisted this man out of the water?
A. I couldn't say at all. I was too busy.

129. Q. How many crew were there on this helicopter?
A. Normally, there is a five-man crew.

130. Q. Did you have five this day?
A. We had six. We had an extra para-rescue man.

131. Q. Do you have anything more to add.
A. No, I don't think so.
Thank you very much for coming today.

PRELIMINARY INQUIRY INTO THE LOSS OF TUG, "GULF MASTER" ON JANUARY 11th, 1967, IN THE VICINITY OF WHITE ISLETS, STRAIT OF GEORGIA, BRITISH COLUMBIA.

SWORN IN:

132. Q. What is your name?
A. William M. REID.

133. Q. What is your home address or mailing address?
A. 750 Kenwood Road, West Vancouver, B.C.
Office address is Oakland Marina, Ft. of Cardero Street, Vancouver 5, B.C.

134. Q. What is your occupation?
A. Naval Architect in the sense that I design ships.

135. Q. How many years have you been designing boats approximately?
A. My first stability application to the Steamship Inspection was 1943. I started in 1941 I think. Really, I have forgotten.

136. Q. Did you design the tug"Gulf Master?"
A. Yes.

137. Q. Perhaps you will give me a general description of the tug, "Gulf Master"?
A. I would like to preface this by saying the "Gulf Master" was the second such vessel built. The first vessel was the "Gulf Warrior"which was designed and built by Star Shipyards in 1961, I think. The "Gulf Master" was very much a sister ship. There were minor changes of accommodation only. The second vessel was built in 1963, also by Star Shipyards. Did you want the description of the vessel as a physical description?

Captain Burrill: Yes, just a general description of the vessel.

Mr. Reid: It is a flush deck steel towboat, overall length, 19 ft. 10" moulded beam and 10ft. 1" moulded depth. The vessell had three watertight bulkheads separating the foc'sle forward and closing the engine room, therefore separating the engine room from the after peak. Main engine is 750 h.p. D 398, series Capterpillar engine fitted with a Lufkin reverse reduction gear. Four-berth cabin in the foc'sle, engineer's cabin and Master's cabin in the main deck house. Deck arrangement was raised wheelhouse forward being raised some 30 inches

contd..2....

off the deck. The engineer's cabin to port, master's cabin to starboard followed by the galley to starboard and the mess area to port. There were two entrances to the engine room, one at the starboard side just aft of the Master's cabin opening to the galley area and with watertight door immediately adjacent opening to the deck and a second entrance to the engine room through a trunk cabin aft of the main deck house. These two openings were on opposite sides of the vessel. The sills had all watertight doors and were at 18 inches off the deck plus the wooden step which would probably make them close to 19 inches. The major difference between the "Gulf Warrior" and the "Gulf Master" was a lengthening of the main deck house by 12 inches and the shell plating was increased by 5/16 of an inch to 3/8 of an inch. The freeboard and loaded condition of 127 tons displacement with the "Gulf Master" leased is approximately 16" and for the "Gulf Warrior" approximately 19".

138. Well, perhaps you will continue with the openings on the deck?

A. Right. There were the required ventilators to each of the below deck compartments. These consisted of 2 water-trapped 6" ventilators to the foc'sle leading into the top of the steel escape hatch. the openings in the ventilators being approximately four feet off the deck, the steel escape cock being 30 inches off the deck approximately, at the top. The normal air requirements of the deck house were satisfied with cowl vents leading from the top of the house. Engine air for the turber charger was trunked directly from the atmosphere to the turber charger in a metal trunk. Ventilating air which is separate from the main engine supplied by three 12" cowl vents, one at the forward end of the engine room leading from the top of the deck house; the other two ventilators were located port starboard of the funnel/with the openings approximately 6 feet off the deck. The engine room trunk cabin (casing if you like), approximately 3 feet off the deck. Ventilators extended another 3 feet from the top of this casing. The main fuel tank vents to the engine room tanks led to a return bend port and starboard of the main deck house approximately 6 feet off the deck. The main engine exhaust uptake was further fitted with a Venturi outlet to further assist the natural ventilation of air in the engine room. The after peak compartment ventilated by a 4" gooseneck vent, one each, port and starboard fitted with wood plug and keep chain. The after peak fuel tanks were each fitted with 2" vent pipes fitted with gooseneck and flash screen terminating just under the bulwark cap port and starboard. Access to the after peak from the deck was by means of a flush 20" by 30" battened watertight manhole fitted on rubber gaskets with a keep chain. Further access was provided to the after peak by means of

contd..3....

a standard surplus Navy type watertight door. This door to the best of our knowledge opened aft.

Captain Burrill: Fine.

Mr. Reid: Do you want the description in general of the vessel?

Captain Burrill: Yes, just a general description

A. She was a welded steel tug. The general construction of the hull was transverse framed, all welded steel, two scantlings and welding procedures set down by the Steamship Inspection Service. Insert plates were generally used in lieu of doubling plates in such areas as rudder stock stern tube where it entered the hull. Propeller shaft gland. Additional stiffening and heavier plating were used in the area about the tips of the propellers as we have found this general area to be subject to some excess wear. All welded connections were specified on the drawings being based on best local practice and conforming generally to Lloyd's requirements for welded ships of this general type and size. Did you want anything else?

Captain Burrill: I think that has covered that.

139. Q. When was the last stability test carried out?

A. 23rd November, 1963.

Mr. Reid: At the time of the original design of the "Gulf Warrior" a sister ship to the "Gulf Master, approximately May of 1961, we investigated the transverse stability at the design stage and appeared to have righting arms of 20 degrees, 1.2 ft., 30 degrees, 1.4 ft., 40 degrees, 1.5 ft., 50 degrees, 1.2 ft. and 60 degrees, .49 ft. and with the curve across from the zero line in the area of 59 degrees. Since at normal working displacements, the engine room door sills at the after end of the engine trunk would become immersed at between 50 and 54 degrees angle of heel, it was considered that the stability range was more than adequate for the service the vessel would be in. A check on the transverse stability of the "Gulf Warrior", the first vessel built, made by Marine The Science and Engineering Company of Ann Arbor, Michigan, indicated actual values and righting levers as being 20 degrees, 1.2 ft., 30 degrees, 1.35 ft., 40 degrees, 1.35 ft., 50 degrees, 1.1 ft., and 60 degrees, .7 ft. and this was a good agreement with the preliminary figures established by our office at the time of design. The "Gulf Master" as near as can be checked from information given by the owners would have been at sea at the time of accident with between 3/4 and 7/8ths fuel capacity, close to full water capacity and stores which would indicate a displacement at the time of accident of approximately 120 tons. On having the geaset curves for this vessel checked again by Marine

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Science and Engineering at Ann Arbor on the basis of 120 ton displacement, righting levers would appear to be 20 degrees, .88 ft., 30 degrees, .91 ft. plus, 40 degrees, .755 ft., 50 degrees, .41 ft., and 60 degrees, .1 ft. Since the engine room entrance from the trunk cabin on the after deck has an 18 inch door sill, which becomes immersed between 49 and 51 degrees of keel at this displacement, we would consider these ~~writing~~ righting arms as being quite adequate for the service the vessel was in.

Capt. Burrill: Well, I think that has covered most of the stability and so forth.

Mr. J. A. Smith, Steamship Inspector, intervened here:
The only thing that you have not brought in at all was the G.M. values.

Mr. Reid: You want just the G.M. values?

Mr. Smith: Yes.

Mr. Reid: For the "Gulf Master", the condition of the vessel was inclined in the presence of Mr. Randall, ship inspector. Displacement was 92.3 tons, the least freeboard appeared to be 2 ft. 3 ins. The G.M. value as the inclined, 2.02 ft. G.M. value for light ship at a displacement of 82.35 tons was 2.15 ft. At departure condition had a displacement of 127.9 tons, G.M. value was 1.9 ft. and at arrival condition had a displacement of 91.91 tons, the G.M. was 2.21 ft. As a design comment, we noted that because of the fuel stores tanks being all wing tanks and where necessary fitted with swash plates, the total loss of G.M. due to all tanks being slacked at one time could be disregarded as a factor.

140. Q. What would happen if water got into the engine room? Is there any possibility of water getting in. We know this boat was steaming into a head sea? She must have been covered in spray as she was ploughing through. Were there any doors left open where the water could go straight through?

A. A pre-check of the effect of pre- surface water in the engine room would indicate that the depth of water in a pre-surface condition would probably have to raise about the level of the engine girders before any serious effects would occur. The engine girders plus the amount of piping in the bottom of the vessel would form a very effective baffle against the free movement of water. However if the depth of water is such to provide free service above the gear case sealings, the apparent reduction in G.M. or rise would be in the of .38 to .4 ft. If water continued to enter the engine room to a depth where the surface was above the forward end, of the engine girders the apparent reduction in G.M. could be as much as 2.2 ft. and this effect of free surface and consequent

contd..5....

rise of C.G. would result in the righting levers being reduced to approximately .12 ft. at about 15 degrees angle heel and reducing to zero feet at 25 degrees. This depth of water in the engine room it is believed would still be below the floor plate line (engine platform)), unless the vessel was rolling heavily and might not be readily apparent unless an effort was made to check the amount of water in the bilges.

141.Q.Was there an engine room alarm fitted with a bilge alarm?

A.It is my understanding there was an engine room bilge alarm fitted and if this was operated at the time of accident it would certainly have indicated a rise of water before it reached dangerous levels. I believe the alarm system was set for approximately 6" of water in the engine room bilge sump.

142.Q.Well, perhaps you could tell us how water would enter the engine room?

A.There are many ways in which sea water can enter an engine room without being detected. Some of these would be puresly structural such as the failure of a welded pipe connection to the hull, such as sea water inlets and discharges for cooling water, sanitary water, fire pump,cooling water overboard, discharges from the engines. Another possibility is structural failure of a weldman in the areas about and above the propeller tips. This can be caused by a bent propeller causing tip cavitation. It can be caused by tip cavitation resulting from air coming if much running is done in a light condition - air coming to the propeller tips. It can be caused by driftwood being picked up and thrown by the propeller against the shell plating. Welded seam failures in connection between two adjoining strips of plating are rare unless the vessel has been subjected to hard usage such as grounding, scraping on submerged objects or in the case of a tug, working alongside log booms where projecting boom irons can cause extensive surface scraping and damage to the shell plating. Another possibility is loss of the propeller shaft seal and the pack gland or loss of the rudder stock seal and the gland which allows water to be pumped into the vessel by the action of the propeller washer.

143.Q.You mentioned there other vessels of this class. How many?

A.There is the "Gulf Warrior" which is virtually an identical sister ship which I mentioned earlier and there is the "Swifture VII" which is exactly the same hull form with the exception that the stern was lengthened to give protection to the rudder against accidental damage by logs and which was of heavier plating, having a greater weight of machinery installed, bringing the total weight of the tug up to 107 tons displacement.

contd. 6....

144. Q. Did any incidents or accidents occur in these other tugs?

A. It has been reported to me by Star Shipyards that much incidental hull damage occurs to all tugs of this general type and in this general service. This takes the form of all damage occasioned by boom chains which a tendency to crease and tear shell plating and loss of packing principally in rudder glands and also fracturing of hull connections in the way of water suction and discharge seacocks. It was not suggested that this type of damage occurs excessively either in any one tug or another but it was pointed out that this type of damage does occur in small tugs particularly those working around booms.

Captain Burrill to Mr. Smith, Steamship Inspector:

145. Q. Do you have any questions?

A. No, I quite agree with that last remark. I don't see that it would occur in this particular class of ship with such heavy plating. I think he has covered it pretty thoroughly. One point which might be covered .....

146. Q. How about wheelhouse windows? Were they of any particular patent type, such as Kearfort?

A. I am sure they were Kearfort because this is what we were using at that time. In fact, I know they were Kearfort now.

147. Q. What I am aiming at, I mean they were not just window glass stuck in a wood frame?

A. No. However there was no weight of water that could have been trapped within the wheelhouse.

148. Q. That was the only point I wanted to bring out. What protection there was against water coming into the wheelhouse windows?

A. Well, I think I would want to check into the construction of the wheelhouse windows. We were using Kearfort windows at that time exclusively.

148. Captain Burrill: Is there anything else you would like to add that may help us?

A. I don't think so, beyond the fact that I have always considered these two very good tugs. They have given the owners remarkably little trouble. Both tugs have operated for long periods of time out of the Queen Charlotte Islands, crossing Hecate Strait and out of the West Coast of Vancouver Island in reported gale conditions of 70 miles an hour wind velocity and up. Crew members liked the tugs. I always did consider them as very good tugs for the size of vessel and the service which they had operate and little likely to get into any serious trouble in the normal opeeration in which they were engaged. 427 trips in the last 25 years, and this to the best of my knowledge is the first time. I don't

contd....7...

argue the fact that ship quite possibly rolled over alright because of the suddenness of which it must have gone but much of this has been based on the fact that there was no radio transmission from the ship but nobody knows if the radio was operating 15 or 20 minutes before she went down. Mr. Ballentyne should be able to establish this. Well you might assume they went from the batteries to the dry. If they went the opposite way, this could cause an electrical failure. I am hypothesing now and this should not be done.

Captain Burrill: Well, thank you very much.

PRELIMINARY INQUIRY INTO THE LOSS OF TUG, "GULF MASTER" ON JANUARY 11th, 1967, IN THE VICINITY OF WHITE ISLETS, STRAIT OF GEORGIA, BRITISH COLUMBIA.

SWORN IN:

150. Q. What is your name?
A. William James BALLENTYNE
151. Q. What is your home address?
A. 3640 Pandora Street, Vancouver 6, B.C.
152. Q. What is your occupation?
A. I am Marine Superintendent for Riv-Tow Marine Ltd.
153. Q. And do you hold any certificates?
A. I have an engineer's certificate - 1919 3rd class engineer.
154. Q. And how long have you served at sea?
A. I can go back from my early days if you like, of course?
155. Q. Just approximately, how many years?
A. Well, I have been 46 years on the waterfront here in British Columbia. I left the deep sea in 1920 and I have been 46 years here. Prior to that I was on the Atlantic, The Empress of Ireland, and the Empress of Russia. I was on the Empress of Russia, from 1914 to 1920. I have been Superindent on the waterfront for about 36 years. I served my apprenticeship in Liverpool, England.
156. Q. Perhaps you would tell us now about the voyage of the "Gulf Master" prior to January 11th. What day did she leave Vancouver?
A. I think it was January 6th she left here.
157. Q. Well I have a copy of a position report for the "Gulf Master" here. January 7th at 0715, Ferry Wharf, mate ill, needs replacement. I will just show you this and you can follow it down.
A. We came in here. The mate was down with the 'flu, he came up to the office and said "Well, I will go out if I have to". He was a very sick man. "Well", I said, "There's no reason for you to go out. We'll see if we can get you a man." I called the dispatch office and they thought they could get a man right away. So I told the present mate he might as well go home. So he went home and the other man came down. There's the time that she sailed. Then she was away at noon where she picked up her tow at ~~Equinow~~ Teakerne Arm.
158. Q. This was on January 8th?
A. Yes, January 8th when she picked up her tow. Looking in the paper in front of him -- I just don't know who put this in.

contd..2....

He was passing Refuge Cove with tow 1555, January 9th, Ragged Islands, tied up, s.e. swell.

159. Q. That's at 1555, January 9th?

A. Yes. January 10th, 0715 they secured Grief Point buoy, s.e. wind. Still 1555, Grief Point buoy. January 11th at 0715, Cape Cockburn, heading back to Blind Bay, s.e. wind. Radar not working. Furnace acting up. Can I stop a moment here?

Captain Burrill: Yes.

That' where I get mixed up. She was in on January 6th and this furnace was repaired. We have invoices for all that. Furnace not working, radar and furnace not working. He got orders then to turn back, tie his tow in Blind Bay, and come to town if the weather was bad and have these two jobs done to the radar and the furnace. A steamship is a very cold ship to be in at any time, especially when you got no heat. The last call they got from her was at 1120. It is a very hard thing to believe. The Chief Engineer had been working with me for over 20 years.

160. Q. In the electrical system on that ship, would any other equipment be affected. I see the radar wasn't working, was this an electrical failure?

A. No. It was just such problems which you have every so often with these radars. Some of them know how to work them, some of them don't. We have that on and off, every time they come in to be checked up, one way or the other. This is not with one boat.

161. Q. Do you know if the "Gulf Master" called any other vessels that day, on the R.T?

A. They never had time to call anybody. There was no call whatever. We have the radio and we have the - Marconi radio -- also the direct to the office. Nothing broadcast from 11.15.

162. Q. This mate who joined her, would this be Mr. Seymour?

A. Yes. I didn't know much of him though.

163. Q. Do you know what sort of experience he had had.

A. That is something I don't know. Whether he had been working or not. I don't do any of the dispatching or anything like that. I know just what mates they put on and I usually know the Skippers and engineers. I appoint the engineers.

164. Q. The mate would be on watch from 12 noon till 6 in the evening so he would more likely be on watch in the wheelhouse when the accident happened?

A. There would two on watch, a deckhand and the mate. The master and the chief engineer, I would imagine, would be laying down for a while.

165. Q. Do you know how much water would have to be in the engine room bilge for the bilge alarm to sound?

A. About a foot of water. Same in the after hold, a foot of water.

166. Q. Is there an alarm in the after hold as well?

A. No, but she still has her own facilities for pumping from the engine room.

167. Q. Do you know what the handling charasterics of this tug were?

A. 100%, as far as handling. She had no power steering, manoeuvring was making up tows, she ran on high gear.

168. Q. If you were steering at full speed ahead in a wind of force 6 or 7, what sort of speed would she be making?

A. Is that 6 or 7.....

169. Q. Well on January 11th, I believe according to the weather forecast, there were winds of 6 to 7 and she probably be heading more or less directly into them.

A. She would be making at least 8 knots. She was a class 2 vessel and was lying in the water in places like that on the west coast where she had been in weather up to 70 miles an hour and it had never bothered her. In my opinion, a well-constructed vessel.

170. Q. In your opinion, if the vessel was steaming at 8 knots in this wind and sea and the helm was put hard over, would this cause the vessel to roll over, do you think?

A. I don't think so. She had gone through all that by the Department.

171. Q. I believe the Riv-Tow Company has made extensive searches in the area. Can you tell me whether they have found anything yet?

A. No, not yet. The weather has been very bad and we have had to lay off it quite a bit. When we were over the Rock the visibility was very poor. We flew right low down on the Rock. Where they had first sighted the oil slick, that was done by the H & L and our own crew. It had moved from the Point to behind Merry Island light. The oil slicks at that point were very heavy. In fact, the life boat was picked up at Merry Island. The life boat had turned upside down. That was the first thing they saw from the air. They thought it was the vessel itself, but when they told me the colour of the hull was maybe yellow ..... she was picked up at Merry Island light with her canvas cover still on. The gripes were not on it at this time. Her raft was a brand new raft put on in February, 1966, had a static release, inspected and passed by the Department.

172. Q. Did she have any other bucyant apparatus?

A. Just life rings, two, which the Department calls for, two on the top deck lying flat.

173. Q. It was reported that Mr. Seymour was picked up by helicopter from a raft, was that one of these?

A. That was a flat raft, a Davidson 12 man raft.

174. Q. What size would that be roughly?

A. Well, it is capable of handling 12 men.

175. Q. Well, it has been reported that he was floating on a box or a raft around 4 x 8 feet?

A. That would be about right.

176. Q. Do you know if this life raft was recovered at all?

A. I think they got one in Sechelt. The unfortunate part, we hav

not recovered the 4 ft. raft.

177. Q. Would you know what forces he would be steering after leaving Merry Island?

A. Well, no, we would have to get hold of the officer to find that out. If I had known, I could have brought them in.

178. Q. Well perhaps you could send them in or get somebody to bring them in.

A. Do you want the forces from .....

Capt. B: Just from Cochran. We don't know the exact forces he would be steering from south to north.

Mr. Ballentyne: What he should be steering?

Capt. Burrill: Yes, that's right.

179. Q. Are there any questions, Mr. Smith?

A. One or two, if Mr. Ballentyne can help. In this particular vessel, has there been any record of previous cracking to the shell plating?

A. No. That was one thing that I was seriously after when they built that ship.

180. Q. This was the reason for increasing the thickness of the plating?

A. You remember. You see, we have a problem there now, the bow for instance. We stiffened that up with ½" more immediately. That went back from the stem to the - two frames back. The idea of that was getting in between booms and stuff like that, running in full speed, splitting something up, but in this case we never had that trouble.

181. Q. Have there been ever any other occasions on which the ship has taken water?

A. No. I was quite pleased and happy with that ship.

182. Q. Were there any stability problems. Did the officers complain about the stability at all?

A. The Master and the Warrior had pretty well the same plans. The Master seemed to be a little more stable.

183. Q. Was there any problem in steering if she was put hard over into a head sea?

A. That would depend on the sea you were in. All skippers I have talked to that have been on her, couldn't have wished for a better boat. Mind you, if you have got a tow, you are not going to go out in heavy weather.

184. Q. Do you know approximately what her condition would be as regards fuel and water?

A. She just took on fuel two or three days before and her water would be full too, pretty well. She never did show any signs of fatigue, stresses, cracks or anything like that. That was the one thing I was very, very keen on. I watched those things just like a hawk.

185. Q. When was the vessel last on dock?

contd. 5

A. On dock here on November 28th, and she hit a deadhead and we straightened up the wheel, checked her over, and we also had Dick Jefferson down from the Underwriters. He was well satisfied.

186. Q. And at that time you saw no signs of cracking?

A. Not a thing.

187. Q. Coming to the crew of the vessel now, you mentioned that the mate was changed prior to sailing on this last voyage. Were the other members of the crew regular for that vessel.

A. Yes, that is right.

188. Q. and had the mate ever sailed on that vessel before?

A. Well, I wouldn't know whether he had sailed on that one but he had sailed on some of our fairly good sized vessels, but not on that one, I don't think.

189. Q. I see. You mentioned that the vessel took a tow up to Blind Bay and left it there.....

A. She was at Cockburn at the time and the weather was increasing. The Skipper thought he would have at least a day before the weather changed to give hime to get down and have the heat fixed. That was the idea.

190. Q. Now, from your knowledge of the operation, when they tied the boom up - I presume it was a boom they tied up -- would they have occasion to open the lazarette hatch in order to stow gear down below?

A. No. All gear was left on the boom. They were just coming to town to do what I told you and right back.

191. Q. So there would be no reason to open the hatch?

A. No. I thought of that too.

192. Q. Can you remember what type of windows were in the wheelhouse?

A. That were always Kearfort windows, we got them from New York, with heavy glass.

193. Q. I see. You mentioned the watches on the vessel. Is this a routine that all tugs engage in? To have not less than two men on watch at any time?

A. Yes, this is standard practice. On this size of vessel here, the engineer is the only one that does not stand a four-hour watch. He stands a split watch. He went to bed at 12 o'clock, Now, Relinch, he is up at two and he does that all the time. One of the others has to go out on deck, a look down in the engine room and see how everything is. The chief engineer, he works split watches, so part of the time we have three .

194. Q. May I reiterate? The chief engineer goes to bed at midnight, was it?

A. No, no. Well I don't know exactly his hours. He is a man, 61 years of age, settled into a routine. That's the way he gets up. He goes to bed at noon, after he goes off watch. He would probably get up at 6 o'clock in the morning, check everything

contd..

Entered on page 148

CANADA
ISSUED BY THE DEPARTMENT OF TRANSPORT

SHIPPING CASUALTIES – *SINISTRES MARITIMES*

W.R.

All collisions, founderings, strandings and miscellaneous casualties are to be reported on this form and forwarded without delay to

THE DIRECTOR OF MARINE REGULATIONS, DEPARTMENT OF TRANSPORT, OTTAWA

Faire rapport sur la présente formule de tous abordages, engloutissements, échouements et sinistres de toute nature et l'expédier le plus tôt possible

AU DIRECTEUR DES RÈGLEMENTS DE LA MARINE, MINISTÈRE DES TRANSPORTS, OTTAWA

PUBLICATION DU MINISTÈRE DES TRANSPORTS

PART I – Particulars of Vessel – *PARTIE I – Détails relatifs au navire*

Name of Vessel and Nationality *Nom du navire et nationalité*	Port of Registry and Official Number *Port d'immatriculation et numéro officiel*	Type of Vessel *Type de navire*	Type of Propulsion *Type de propulsion*	Gross Tonnage Net Tonnage *Jauge brute Jauge nette*	Year Built *Année de construction*	Nature of Employment *Nature de l'emploi*
GULF MASTER Canadian #320270	Vancouver, B.C.	Tug	Diesel	77.66	1963	Towing

Name of Master; Number, Date and Place of Issue of Certificate *Nom du capitaine; Numéro, date et lieu de délivrance du certificat*	Name of O.O.W., Number, Date and Place of Issue of Certificate *Nom de l'officier de quart, numéro, date et lieu de délivrance du certificat*	Number of Crew *Nombre de membres de l'équipage*	Number of passengers *Nombre de passagers*	Date and Place of Issue of last Steamship Inspection Certificate *Date et lieu de délivrance du dernier certificat d'inspection de navire à vapeur*	Name of Pilot (if any) and by whom licensed *Nom du pilote (s'il y a lieu) et de l'autorité qui lui a délivré son brevet*
Forrest Joseph Anderson, #98467 TB Master 350T Vancouver, B.C.		5	Nil	February 11, 1966 Vancouver, B. C.	None

Name and Address of Owners *Nom et adresse des propriétaires* Cosulich Holdings Ltd., 1990 Kent Street, Vancouver 5, B. C.

NAVIGATIONAL AIDS – *AIDES À LA NAVIGATION*

Radar *Radar*	X	Loran *Loran*	☐	Depth Sounder *Deptimètre*	☐	Echo Sounding Device *Sondeur à ultra-sons*	X
Gyro Compass *Gyrocompas*	☐	Magnetic Compass *Compas magnétique*	X	Direction Finder *Radiogoniomètre*	☐	Radio Telephone *Radiotéléphone*	X

PART II – PARTICULARS OF VOYAGE – *PARTIE II – DÉTAILS DU SINISTRE*

Port last sailed from and date of sailing *Dernier port d'où est parti le navire et date du départ*	Port bound for *Port de destination*	Draught *Tirant*				Description and weight of Cargo *Description et poids de la cargaison*
Vancouver, B. C. January 7, 1967	Running light to Vancouver, B.C.	*Forward Avant*	feet *pieds*	inches *pouces*		None
		Aft Arrière	feet *pieds*	inches *pouces*		

PART III – PARTICULARS OF CASUALTY – *PARTIE III – DÉTAILS DU SINISTRE*

Collision *Abordage*	Grounding *Echouement*	Foundering *Engloutissement*	Fire *Incendie*	Other *Autres*	(Specify) *(Préciser)*
☐	☐	☐	☐	☐	

Date, Time and place of casualty. – *Date, heure et lieu du sinistre*: January 11,1967, Approx. 2:00-3:00 P.M. near Trail Islands, B. C.

Latitude – *Latitude*:

Longitude – *Longitude*:

Body of Water (geographical name) – *Etendue d'eau (nom géographique)*: British Columbia Coastal Waters

Name and Nationality of other vessel, in case of collision – *Nom et nationalité de l'autre navire, s'il s'agit d'un abordage*: None

WEATHER CONDITIONS AT TIME OF CASUALTY – *CONDITIONS MÉTÉOROLOGIQUES AU MOMENT DU SINISTRE*

Clear *Temps clair*	Fog *Brouillard*	Rain *Pluie*	Snow *Neige*	Other *Autres*	(Specify) *(Préciser)*
☐	☐	☐	☐	☐	

Visibility – *Visibilité*: _____ Miles-*milles* OR _____ yards-*verges* OR _____ feet-*pieds*

Wind direction and force – *Direction et force du vent*: 15 to 20 S.E.

State of the sea – *État de la mer*:

Air Temperature – *Température de l'air*:

000604

NAVIGATIONAL AIDS IN OPERATION AT TIME OF CASUALTY – *AIDES À LA NAVIGATION EN SERVICE AU MOMENT DU SINISTRE*

"Not Known"

Radar *Radar* ☐	Loran *Loran* ☐	Decca *Decca* ☐	Echo Sounding Device *Sondeur à ultra-sons* ☐
Gyro Compass *Gyrocompas* ☐	Magnetic Compass *Compas magnétique* ☐	Direction Finder *Radiogoniomètre* ☐	Radio Telephone *Radiotéléphone* ☐

BRIEF ACCOUNT OF CASUALTY, WITH REMARKS AS TO CAUSE – *BREF EXPOSÉ DU SINISTRE, AVEC REMARQUES SUR LA CAUSE*

"Circumstances not known"

BRIEF ACCOUNT OF ANY RESCUE SERVICES RENDERED – *BREF EXPOSÉ DES SERVICES DE SAUVETAGE RENDUS*
(BY WHAT SHIP OR MEANS) *(PAR QUEL NAVIRE OU AUTRES MOYENS)*

Air-Sea Rescue Helicopter picked up Mate, Rodney Seymour, but seaman subsequently died in hospital. None of the other crewmen were found.

PART IV - RESULT OF CASUALTY – *PARTIE IV - RÉSULTATS DU SINISTRE*

Total loss (State value, if known) *Perte totale (Indiquer la valeur, si elle est connue)*	Partial loss. Give brief description of damage to vessel – *Perte partielle. Décrire brièvement les dommages subis par le navire.*

Number of lives saved and by what means – *Nombre de vies sauvées et par quels moyens*

Number of lives lost *Nombre de pertes de vies*

Names and addresses of persons dead or missing: – *Noms et adresses des personnes décédées ou disparues:*

*FORMS B & D1 SHOULD ALSO BE COMPLETED WHEN LOSS OF LIFE HAS OCCURRED.
**S'IL Y A EU PERTE DE VIE, REMPLIR ÉGALEMENT LES FORMULES B & D1.*

COSULICH HOLDINGS LTD.

Signed *Signature* J. M. Johnston Secretary Date Jan. 30, 1967
Master - *Capitaine*

Signed *Signature* [illegible] Date Jan. 31, 1967
Chief Officer of Customs
Collector of Customs ~~or other Officer~~
Préposé en chef des douanes, receveur des douanes ou autre fonctionnaire

OFFICE STAMP – *CACHET DU BUREAU*

PART V - FOR USE OF THE DEPARTMENT OF TRANSPORT – *PARTIE V - À L'USAGE DU MINISTÈRE DES TRANSPORTS*

Preliminary enquiry being held by Capt. R.C. Burrill of Vancouver. Report will be on file 704-669.
1/3/67 C. Richard

000605

9704-130

MEMORANDUM

CONFIDENTIAL

CLASSIFICATION

TO
A

Captain F. S. Slocombe,
Chief, Nautical and Pilotage Division,
Ottawa, Ont.

CNP

YOUR FILE No.
Votre dossier

25900

OUR FILE No.
Notre dossier

9704 - 130

DATE

20-2-67

FROM
De

Superintendent, Nautical
Services,
Vancouver, B.C.

FOLD

SUBJECT
Sujet

SINKING OF "GULF MASTER".

With reference to my memorandum of February 3rd, enclosed is a second copy of the report of the preliminary inquiry into the sinking of the tug "GULF MASTER".

C. E. Burrill.

C. E. Burrill,
Superintendent, Nautical Services.

CEB:ea

CGSB—6GP22a PP&S Cat. No. 3591

DOTDMA OTT

DOT DMO VCR

JAN. 16/67

CAPT F S SLOCOMBE

CHIEF NAUT AND PILOTAGE

NORTHWEST DIVING LTD OWNERS OF DEEP SEA DIVING VESSEL PISCES HAS APPROACHED ME TO INQUIRE WHETHER THE DOT IS INTERESTED IN HIRING ITS SERVICES TO LOCATE OR ASSIST RAISING TUG GULF MASTER I HAVE INFORMED THEM THT THIS IS A MATTER FOR OTTAWA TO DECIDE AND THEYNHAVE REQUESTED NAME OF PERSON TO CONTACT OWNERS OF TUG HAVE BEEN REPORTED AS CARRYING OUT INTENSIVE SEARCH WITHOUT LOCATING TUG

C E BURRILL

SUPT NAUTICAL SERVICES VAN B C

DOTDMA OTT

DOT DMO VCR

Capt Cabana
Capt Burrill will enquire as to costs etc, without commitment
16/1

MEMORANDUM

CLASSIFICATION

A. D. M. R.

YOUR FILE No.
Votre dossier

FSS/WM

OUR FILE No.
Notre dossier

9704-669

FROM
De

C. N. P.

DATE

January 30th, 1967

FOLD

SUBJECT
Sujet

WRECK OF "GULF MASTER"

With reference to your note on memorandum of January 19th hereunder I have ascertained that the price of $6,000 quoted would be a "no cure, no pay" price covering the search for the wreck of the GULF MASTER and when found the use of the underwater vessel PISCES for photographing the wreck as required.

I assume that if we employed these services and found the wreck there would be more likelihood of its being raised. In any case it might still be necessary to send down divers to get inside. Whether or not the Department should undertake the expense involved is a matter of policy. We have never before gone to any such expense in connection with inquiries but in view of the concern about the frequency of sinkings of these small vessels I would think it would be justifiable now. From Captain Burrill's comments over the telephone I do not think he has much hope of being able to establish the cause of the loss of the GULF MASTER by any other means, since there are no survivors to give evidence.

Chief, Nautical and Pilotage Division

.....

January 31st, 1967

In conversation with Burrill today I learn that the owners of the GULF MASTER have continued efforts to find the wreck, using magnetometers and skindivers. The magnetometers pick up any metal lying below so there is a lot of waste motion, and the GULF MASTER has not been found yet. Burrill thinks that the owners would try to raise the wreck if they found it.

Burrill will have his report made by Saturday and will take a copy to Banff to show A.D.M.M.

F.S.S.

I will see what I can find out in Vancouver on Mon 6 Feb

REPORT ON THE PRELIMINARY INQUIRY INTO THE LOSS OF TUG, "GULF MASTER" ON JANUARY 11th, 1967, IN THE VICINITY OF WHITE ISLETS, STRAIT OF GEORGIA BRITISH COLUMBIA.

CONDUCTED BY:

C. E. BURRILL - SUPERINTENDENT, NAUTICAL SERVICES

J. A. SMITH - STEAMSHIP INSPECTOR

MRS. E. ANDREW - RECORDER

JANUARY 1967

WITNESSES CALLED:

[redacted]	- Pilot, West Coast Air Lines,
	- Mate, [redacted]
John Edgar RILEY	- Pilot, 121 I U Squadron, R.C.A.F.
Bernard James FITZGERALD	- Para-Rescue, 121 K U Squad, R.C.A.F.
Joseph Rene LEMIEUX	- " " " " " "
Robert Douglas PERRIER	- Flight Engineer " " " "
William M. REID	- Naval Architect
William James BALLANTYNE	- Marine Superintendent, Riv-Tow Co.Ltd.

WRITTEN STATEMENTS:

James KIPPEN	- Lighthouse Keeper, Merry Island, B.C.
[redacted]	- [redacted] Sechelt, B.C.
	- [redacted] Sechelt, B.C.
	- [redacted] Richmond.
	- [redacted] B.C.
	- Sechelt, B.C.
	- " "
	- " "
	- Garden Bay, B.C.
	- Davis Bay, B.C.
	- Dispatcher, Riv-Tow Co. Ltd.
	- Officer-in-Charge, Weather Office, Vancouver, B.C.

CREW MEMBERS OF GULF MASTER:

Rodney Edward SEYMOUR 7657 Blod Road, Mission City, B.C.	-	Mate
	-	Picked up off Sechelt by helicopter 1600, January 11th, 1967. Died in Sechelt Hospital that evening.

Missing presumed drowed:

Forrest ANDERSON 1720 Regent, Coquitlam, B.C.	-	Master
Richard McPHAIL 628 E.6th Street, North Vancouver, B.C.	-	Engineer
Robert AYOTTE Roosevelt Road, Point Roberts, Washington, U.S.A.	-	Deckhand
Edmund POIRIER Melbourne Hotel, Vancouver, B.C.	-	Deckhand

-------oOo-------

PART I

PARTICULARS OF VESSEL:

NAME	:	GULF MASTER
Official Number	:	320270
Port of Registry	:	Vancouver, B.C.
Built	:	1963 - STAR SHIPYARD, New Westminster, B.C.
Owners	:	RIV-TOW MARINE LTD., 1990 Kent, Vancouver, B.C.
Registered Dimensions	:	61.8 - 20.7 - 9.3
Gross Tonnage	:	77.66
Registered Tonnage	:	21
Machinery	:	DIESEL (CATERPILLAR) 765 B.H.P.
Equipped for	:	H.T. CLASS II VOYAGES (6man crew)
	:	H.T. CLASS III " (5man crew)
Certificate issued:	:	S.I.C. 22 for H.T. II & III. February 11th, 1966 - Expires December 4th, 1967.
Lifesaving Equipment	:	1 - 6 person boat 1 - 6 person inflatable liferaft 1 - buoyant apparatus. 12 persons 6 - lifebuoys 6 - lifejackets
Navigation equipment	:	Magnetic Compass, Radar and Radio Telephone
CREW	:	5

PART II

LIST OF DOCUMENTS ATTACHED:

1. Portion of chart No. 3579 showing area from Blind Bay to White Islets.
2. Portion of chart No. 3577, Welcome Pass to White Islets, showing last known position of "GULF MASTER" and probable course.
3. Overlay of chart No. 3579, showing position of liferaft by John L. Ross, Pilot - West Coast Airline.
4. Overlay of chart No. 3579, showing sighting of other vessels by C. A. Barry, Mate, "HARMAC SPRUCE".
5. Copies of official weather reports for Strait of Georgia.
6. Copy of Tidal Predictions for January 11th, 1967, from Canadian Tide & Current Tables Vol. 5.
7. Copies of written statements.
8. List of position reports from "GULF MASTER".
9. Copies of witnesses' testimonies.
10. Newspaper Clippings.

PART III

PREFATORY REMARKS:

On January 7th, the tug, "GULF MASTER" was at the Ferry Dock, Vancouver, to pick up a replacement for the mate who had reported sick. The vessel sailed at noon bound for Teakerne Arm booming ground.

On January 8th, the tug left Teakern Arm with a log boom in tow and at 1555 hours reported that she was passing Refuge Cove. Most of January 9th, it would appear that the "GULF MASTER" was weather bound by southeasterly gales at Ragged Island and again at Grief Point on January 10th.

January 11th, the tug and tow had reached Cape Cockburn but because of continuing gales it was decided at 0715 hours to turn back to Blind Bay and leave the log boom there before proceeding to Vancouver for repairs to the radar and heating system. At 1115 hours, it was reported from the tug, that she was at Cape Cockburn bound for Vancouver.

At 1258 hours, the "GULF MASTER" was recorded by the lighthouse keeper as passing about 100 to 150 yards from the shore. The tug appeared to be steaming at full speed, "throwing great sheets of spray and dipping her bow quite a lot". She was also seen in this vicinity by the mate of the "HARMAC SPRUCE" which was heading northward through Welcome Pass.

After passing through Welcome Pass, at approximately 1315 hours, the mate of the "HARMAC" SPRUCE" heard the "GULF MASTER" trying to call the tug "RIV-TOW LION" by radiotelephone but there was no reply.

A pilot of a Beaver aircraft flying six passengers from Teakerne Arm to Vancouver sighted a large oil slick off White Islets at approximately 1450 hours. Flying at about 500 feet, the pilot did not pay too much attention until he noticed considerable debris floating at the northerly edge of the oil slick and a man clinging to a wooden liferaft. The pilot radioed West Coast Airlines at Vancouver, who advised the Rescue Co-Ordination Centre of the sighting. There was a 35 - 30 knots southeasterly wind with swells of 6 to 8 feet making it impossible for the plane to land with its heavy passenger load. The pilot circled around the area looking for survivors until 1615 hours.

At approximately 1500 hours, Comox R.C.A.F. base was alerted that a man was on a liferaft off Sechelt. A helicopter with a crew of five including two para-resuce men in wet suits, was dispatched to the area. Arriving at 1550 hours, one of the para-rescue men was preparing to descend by the hoist from the helicopter when the man was seen to lose his hold on the raft and slip under the water. The

cont'd..2...

para-rescue man immediately jumped into the water and pulled the man to the surface. As a result of the survivor's struggles, it was necessary for the other para-rescue man to jump into the water and assist fastening the man into the hoist belt. Approximately 1610 hours, the man was hoisted aboard the helicopter in a state of extreme shock.

Returning to the helicopter both para-rescue men immediately administered first aid to the survivor using mouth to mouth resuscitation and external heart massage. In the meantime the helicopter was flown a short distance to the shore where the man was transferred to an ambulance and taken to Sechelt Hospital accompanied by the two para-rescue men who continued first aid treatment. The man was identified as Rodney Edward SEYMOUR, mate of the "GULF MASTER" and he died that evening without regaining consciousness.

That night and during the next few days an intensive land, sea and air search was conducted to look for any other survivors and the inflatable liferaft but without success.

The Sechelt R.C.M.P. detachment conducted an house to house investigation for witnesses who may have seen the "GULF MASTER" on the afternoon of January 11th.

Since January 11th, when weather has permitted, attempts have been made to locate the sunken tug using sounding machines, skin divers and a megnetometer. Unfortunately there are several wrecks in that area making it difficult to locate the "GULF MASTER.

PART IV

REMARKS ON EVIDENCE

Questions 4, 10 and 13

When the liferaft was first sighted it was among debris over a small area floating to leeward of the oil slick. During the 50 minutes before the helicopter arrived, the liferaft was seen to drift approximately one mile towards the shore. The overturned lifeboat near the liferaft at first sighting was picked up near Merry Island six miles away the next day. Over a period of time, it could be expected that the various pieces of debris would drift at different speeds and become well scattered. The pilot of a Beaver flying the same route, twenty-five to thirty minutes ahead of the pilot who sighted the liferaft, reported that nothing unusual had been seen in that area. This would appear to indicate that the accident to the "GULF MASTER" probably occurred shortly before the man on the liferaft was sighted at 1450 hours.

Mr. Seymour was 24 years of age and slightly built. Wearing only a T - shirt and pants, exposed to a cold wind and sea, it is reasonable to assume that he could not be exposed for more than two hours without succumbing to the elements. From the time of sighting until he was retrieved from the water was one hour and twenty minutes. He had slipped under the water and was completely exhausted when rescued. This would place the time of the accident around 1400 to 1430.

On the run from Cape Cockburn to Merry Island, the "GULF MASTER" made about 10 knots against the wind and sea but with the tide. After passing Merry Island it could be expected that the "GULF MASTER'S" speed was reduced as that area is known for a bad chop in southeasterlys. Steaming against the wind and tide it may be assumed that she was making 4 to 5 knots. This would give a position approximately one mile from Mission Point and White Islands at 1430 hours.

Mrs. Marguarite West was looking out over Trail Bay some time before 1500 hours and saw a tug ½ to 3/4 of the way from Trail Islands to Mission Point heading towards Davis Bay wharf and beam on to the sea.

The view from Mrs. Grace Ryall's house is almost in a line with the wharf at Davis Bay. Mrs. Ryall did not see any vessels in the vicinity but noticed a turmoil on the water which had the appearance of an explosion in the water without fire or smoke. Approximately 15 minutes later she heard an airplane flying around.

Questions 139, 140, 141 and 142

It would appear that this vessel had adequate stability under normal conditions.

contd..2...

The only loss of stability could have been caused by flooding of the engineroom. As the vessel was fitted bilge alarms in all compartments it is difficult to understand why if water did enter the vessel that the bilge alarm bell did not make the crew aware of the danger and a distress call sent out on the radio telephone.

PART V

CONCLUSION:

It would appear that the loss of the "GULF MASTER" occurred between 1400 and 1430 hours on January 11th, in the area of a triangle from White Islets, Mission Pt. and Trail Islands.

From 1200 to 1800 hours the mate would be on watch in the wheelhouse. The lack of any signs of other survivors seems to indicate that the accident occurred instantaneously trapping the remainder of the crew in their quarters. The suddeness of the accident is also indicated by the lack of distress calls or signals when only a short distance from the shore.

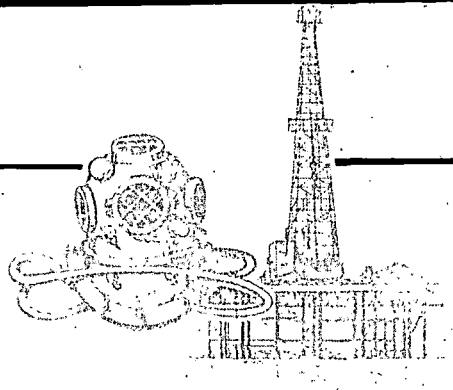
Although the "GULF MASTER" appears to have been a well found vessel with adequate stability it has been suggested that tests should be made with a sister ship the "GULF WARRIOR" under similar conditions of the fuel and water tanks.

There is at present no explanation as to why the "GULF MASTER" was lost. Locating and raising the wreck may provide the reasons, otherwise it is only a matter of opinion as to what happened to this vessel on the afternoon of January 11th, 1967.

C. E. Burrill,
Superintendent, Nautical Services.

P.A./9704-669

CAN DIVE



CANADIAN DIVING SERVICES LTD.
P.O. BOX 4222 • VANCOUVER, B.C., CANADA

Notetti
W.F. 25/69

WE'VE MOVED!!

Can Dive Services Ltd., has moved from 866 east Cordova street, to new expanded quarters at:

250
E. ESPLANADE, NORTH VAN.

We hope all our friends will drop in and see the new facilities. In addition to our usual service of underwater construction, deep diving, and all the associated fields, we will be branching into the design and manufacture of specialized deep diving equipment.

There is always some-one available at Can Dive, so whether your need is a 10 minute retrieval service or a 10 month major construction job, you'll be money ahead if you give us a call at our new number:

987-4913

Can Dive is always glad to discuss any proposed work, give accurate estimates and make up proposals.....at no charge or obligation to you. Some of the most advanced techinques and equipment coupled with competent worksmanship is available in the heart of Vancouver harbour. It cost you a lot of money for divers, in the past, and it still will. With Can Dive, you get your money's worth!!

If, on ther other hand, you don't use underwater services and couldn't care less who offers the best, come on in and have a cup of coffee with us anyhow. We are proud of our new operation and always anxious to show it off!!

Phil Nuytten, president,

CAN DIVE SERVICES LTD.

9704-66

Canadian Merchant Service Guild

A NATIONAL ASSOCIATION OF
MASTERS - MATES - PILOTS - ENGINEERS AND OTHER MARINE OFFICERS

La Guilde de la Marine Marchande du Canada

ASSOCIATION NATIONALE DES CAPITAINES - OFFICIERS BREVETES ET PILOTES

1917 - 1967

AFFILIATED WITH
CANADIAN LABOUR CONGRESS — THE OFFICERS (MERCHANT NAVY) FEDERATION — INTERNATIONAL TRANSPORT WORKERS FEDERATION

EASTERN OFFICE
3235 GRANBY AVENUE
MONTREAL, P.Q.
TELEPHONE 254-4571
TELEX 012-140

MARITIME OFFICE
PORT BORDEN, P.E.I.
BORDEN 256

HEAD OFFICE
904 LADY ELLEN PLACE
OTTAWA 3, ONTARIO
TELEPHONE 729-3146
TELEX 013-243

VANCOUVER ISLAND OFFICE
4308 SAVOY PLACE
VICTORIA, B.C.
TELEPHONE 479-6193

WESTERN OFFICE
230 WEST BROADWAY
VANCOUVER 10, B.C.
TELEPHONE 872-7811
TELEX 04-50305

Vancouver 10, B. C.,
February 25, 1969.

Mr. R.R. McGillivray,
Director of Marine Regulations,
Department of Transport,
Ottawa, Ontario.

Dear Sir:

Enclosed please find a copy of a letter from Mr. H.O. Buchanan to Capt. Griff Morris dated February 4, 1969. The contents of same appear to be contrary to the views expressed by you during our discussion in the lobby of the Bruce McDonald Hotel in Ottawa on January 23, 1969. At that time you stated that the search for the Gulf Master would be resumed in the Spring of 1969 when the weather conditions were more favourable.

We on the West Coast are very concerned regarding the unexplainable sinkings of numerous steel tugs and feel that no expense should be spared in order to determine the cause of these sinkings involving the loss of many lives.

Please advise at your earliest opportunity your views on this matter.

Yours very truly,

C. J. Rhodes

C. J. Rhodes,
Secretary-Treasurer.

CJR:ah
Encls.

RECEIVED
FEB 27 1969
DIRECTOR
MARINE REGULATIONS

RECEIVED
MAY 22 1969
DIRECTOR
MARINE REGULATIONS

CANADA

DEPARTMENT OF TRANSPORT
MINISTÈRE DES TRANSPORTS

YOUR FILE
VOTRE RÉF:

IN REPLY QUOTE
RÉF. À RAPPELER:
9704-1

608-325 Granville St.,
Vancouver 2, B.C.
February 4, 1969.

Captain G. Morris,
Vice-President,
Canadian Merchant Service Guild,
230 West Broadway,
Vancouver, B.C.

Dear Captain Morris:

At our recent meeting, we reviewed the situation with respect to continuing the search for the wreck of the tug, "Gulf Master". While I can appreciate your insistence that no effort be spared to locate it, I do not believe the information we have at present warrants any further expenditure of funds. I agree that there is perhaps some doubt as to whether or not the initial searches were conducted in the correct area, but at the time our efforts were based on the best information that we had available.

Should other information come to light which would give hope of positive results, the matter could then be reviewed. Meanwhile, I would confirm that I have suggested to Ottawa that no further action is appropriate at present.

Yours very truly,

H. O. Buchanan.

H. O. Buchanan,
Regional Director,
Marine Services, Western.

9704-669

MEMORANDUM

CLASSIFICATION

TO
A

D.M.R. - Ottawa

YOUR FILE No.
Votre dossier 29421

OUR FILE No.
Notre dossier 9704-1

FROM
De R.D.M.S. - Western

DATE 30/1/69

FOLD

SUBJECT
Sujet "GULF MASTER" SEARCH

As discussed during the recent Regional meeting in Ottawa, the possibility of renewing the above search has been reviewed and with the assistance of Captain Burrill, various avenues explored. It now appears that perhaps the original search was not centered on the correct location, although we were acting on the best information we had available at that time. However, in view of the length of time since the casualty, the nature of the bottom, the suggested locations and the "needle in a haystack" aspect of any further search, lacking positive clues, I would not wish to recommend any further expenditure of funds.

There is no indication at present that we can obtain the services of any company on a no cure no pay basis, but should such an offer be made I will immediately bring it to your attention.

H. O. Buchanan

H. O. Buchanan.

RECEIVED
FEB 4 1969
DIRECTOR MARINE OPERATIONS

RECEIVED
FEB 4 1969
MARINE OPERATIONS

Regional Director,
Marine Services, Western,
Department of Transport,
Federal Building,
3 225 Granville Street,
Vancouver, B.C.

970-669
[illegible]

26 November, 1968.

Director, Marine Regulations

"GULFMASTER" Search

This has reference to my memorandum, dated November 15, 1968, relating to the marginally noted subject.

As advised in the penultimate paragraph thereof, a copy of the report of the lifebuoy tests, conducted by D.P.W., is herewith enclosed.

Original Signed by
R. R. Macgillivray

R. R. Macgillivray

Encl:

Rec'd 26/11/68

RJM/CK

The Regional Director,
Marine Services, Western,
Department of Transport,
Federal Building,
VANCOUVER, B.C.

9704-669

15 November, 1968.

Director, Marine Regulations

"GULF MASTER" Search

As you are aware, the loss of the tug "GULF MASTER", in the vicinity of White Islets on January 11, 1967, remains the subject of continued public interest and we are at present reviewing this file in an endeavour to determine whether a renewal of this search is in any way justified.

To assist me in arriving at a conclusion, would you please provide me with a comprehensive report, including a positive recommendation, based on all the information which is available to you. The contents of the R.C.M.P., R.C.N., Coroner's, Cosulich Brothers and Canadian Merchant Service Guild files may prove of assistance in this direction. Bearing in mind that we have accepted Can Dive's report as submitted, I am now wondering whether it would be possible to obtain more information from them with regard to the 17 dives reportedly made; more specifically with regard to the location and reasons for these dives.

The recently recovered lifebuoy from this craft has been the subject of extensive tests by D.P.W. in Ottawa. A copy of their findings will be forwarded to you when they become available.

Finally, it would be helpful to know if any offer of search on a no cure no pay basis is extant should we decide to re-open this search.

Original Signed by
R. R. Macgillivray

Original Signed by
G. W. R. Graves

R. R. Macgillivray

RJM/CK

9704-669

OTTAWA, November 15, 1968.

s.19(1) [redacted]
Crescent Beach, B.C.

Dear Sir:

Thank you for your letter relating to the location of the tug "GULF MASTER", addressed to Mr. Stead, which has been passed to this division for reply.

At the present time we are making a thorough review of our files and all the information that may be available to us, with a view to determining whether a further search should be conducted.

Yours truly,

Original Signed by
G. W. R. Graves

(G.W.R. Graves)
Chief, Nautical & Pilotage Division

D
R
A
F
T

9704-669
RJM:CR

OK.
14/11

OTTAWA, November 13, 1968.

s.19(1)

[redacted]
Crescent Beach, B.C.

Dear Sir:

Thank you for your letter relating to the location of the tug "GULF MASTER", addressed to Mr. Stead, which has been passed to this division for reply.

~~This Department retains its interest in the cause of the loss~~ of this craft and cognizance will be taken of any additional information which is received, in determining the justification for a renewal of the search. With this in mind, I should be pleased to receive any information you may be able to provide which may have a bearing on this casualty.

Yours truly,

At the present time we are making a thorough review of our files and all the information that may be available to us, with a view to determining whether a further search should be conducted.

(G.W.R. Graves)
Chief, Nautical & Pilotage Division

13/11/68

NAUTICAL & PILOTAGE
NOV 13 1968
RECEIVED

[redacted] 9704-66

Crescent Beach, B.C.
7 Nov 68.

21151

Mr Gordon Stead,
Asst. Deputy Minister,
Dept of Transport,
Ottawa.

Renew

Dear Sir:

I have followed with some interest the unsuccessful search for the tug boat, "Gulf Master", which sank off Sechelt on 11 January 1967.

My purpose in writing you at this time is to ascertain if your department would still be interested in the successful location & possible salvage of this vessel.

Thanking you.

Yours truly.

[redacted]

s.19(1)

21"

D R A F T

MEMORANDUM

CLASSIFICATION

TO
A

The Regional Director,
Marine Services, Western,
Department of Transport,
Federal Building,
VANCOUVER, B.C.

YOUR FILE No.
Votre dossier

OUR FILE No.
Notre dossier 9704-669

DATE 13 November, 1968.

FROM
De

Director, Marine Regulations

FOLD

SUBJECT
Sujet

"GULF MASTER" Search

TRY IT

As you are aware, the loss of the tug "GULF MASTER", in the vicinity of White Islets on January 11, 1967, remains the subject of continued public interest and we are at present reviewing this file in an endeavour to determine whether a renewal of this search is in any way justified.

To assist me in arriving at a conclusion, would you please provide me with a comprehensive report, including a positive recommendation, based on all the information which is available to you. The contents of the R.C.M.P., R.C.N., Coroner's, Cosulich Brothers and Canadian Merchant Service Guild files may prove of assistance in this direction. Bearing in mind that we have accepted Can. Dive's report as submitted, I am now wondering whether it would be possible to obtain more information from them with regard to the 17 dives reportedly made; more specifically with regard to the location and reasons for these dives.

The recently recovered lifebuoy from this craft has been the subject of extensive tests by D.P.W. in Ottawa. A copy of their findings will be forwarded to you when ~~same is to hand~~. they become available.

Finally, it would be helpful to know if any offer of search on a no cure no pay basis is extant should we decide to re-open this search.

R. R. Macgillivray

13/11/68

NAUTICAL & PILOTAGE
NOV 13 1968
RECEIVED

CGSB—6GP22a PP&S Cat. No. 3591

970[illegible]-669
WAC:C[illegible]

OTTAWA, November 8, 1968.

George Cumming, Esq.,
Secretary-Treasurer,
Canadian Brotherhood of Railway,
Transport and General Workers,
Seamen's Section, Local 400,
307 West Broadway,
Vancouver 10,
British Columbia.

Dear Mr. Cumming:

I refer to your letter dated October 18, addressed to the Honourable Paul Hellyer concerning our search for the "GULF MASTER".

As you may be aware, a life-buoy bearing the name "GULF MASTER" was recently recovered from the water and is now undergoing intensive laboratory tests.

We are awaiting the results of these tests and are at present making a thorough review of our files and all the information that may be available to us, with a view to determining whether a further search should be conducted.

Yours truly,

R. R. Macgillivray,
Director, Marine Regulations.